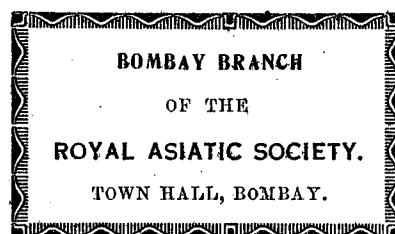


Report by the Railway Board
on
Indian Railways
for
1930-31 & 1931-32
(Vols. I & II)



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- (2) Classified List and Distribution Return of Officers of all Indian Railways. Published half-yearly. Price Rs. 1-12-0 or 3s.
- (3) History of Indian Railways, constructed and in progress corrected up to 31st March 1928. Published quinquennially. Price Rs. 5-8-0 or 9s.
- (4) History of Services of the Officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 23-8-0 or 37s.
- (5) Pocket edition of the Schedules of dimensions for the 5' 6" gauge (revised 1929), price Re. 1 each, 3' 3½" gauge (revised 1930), price Re. 1 each, 2' 6" gauge (revised and reprinted edition, 1930), price annas 5 each, and 2' 0" gauge, 1922, price Re. 1 each.

TECHNICAL PAPERS.

(6) Over 279 papers have been published by the Technical Section of the Railway Board's office. The papers comprise:—

- (a) Original descriptions of railway works and studies of railway problems in India and elsewhere.
- (b) Reprints of articles from foreign engineering magazines.
- (c) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below:—

Technical Paper.	Name.	Author.
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GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

REPORT 134516
BY THE
RAILWAY BOARD
ON
INDIAN RAILWAYS
FOR
1930-31 + 1931-32
Vols I-II
Volume I



CALCUTTA: GOVERNMENT OF INDIA
CENTRAL PUBLICATION BRANCH
1932



00134516

CONTENTS.

CHAPTER I.—GENERAL ADMINISTRATION.

	Page.
General Review	1
Railways and the Legislature	2
Railway Budget	4
Standing Finance Committee for Railways	4
Central Advisory Council for Railways	4
Extension of Government Audit on Company-managed Railways	5
Meetings with Agents of Railways and Local Governments	6
New Stores Purchase Rules	6
Local Advisory Committees	6
Railway Rates Advisory Committee	7

CHAPTER II.—FINANCIAL RESULTS.

Trade Review	9
Financial Results of Working	10
Analysis of Earnings	19
Passengers travelling without tickets	20
Goods earnings	20
Alterations in rates and fares	22
Stores Balances	22
Compensation claims for goods	23

CHAPTER III.—NEW CONSTRUCTION AND ENGINEERING WORKS.

Capital Expenditure	24
Lines opened during 1930-31	25
Lines sanctioned in 1930-31	26
Lines under construction on 31st March 1931	26
Important lines opened during 1930-31	28
Important New Works	29
Open line improvements	31
Bridge Standards Committee	32
Track Standards Committee	32
Signalling and Interlocking Standards Committee	32

CHAPTER IV.—TRANSPORTATION AND WORKING.

Statistics	33
Wagon usage	34
Fuel Economy	35
Punctuality of passenger trains	35
Bombay Electrical Services	36
Through Mail and Express Services	36
Road motor competition	37
Neutral examination of interchanged wagon stock	39
Debits for damages and deficiencies	39
Railway Collieries	39

CHAPTER V.—ROLLING STOCK AND MATERIALS.

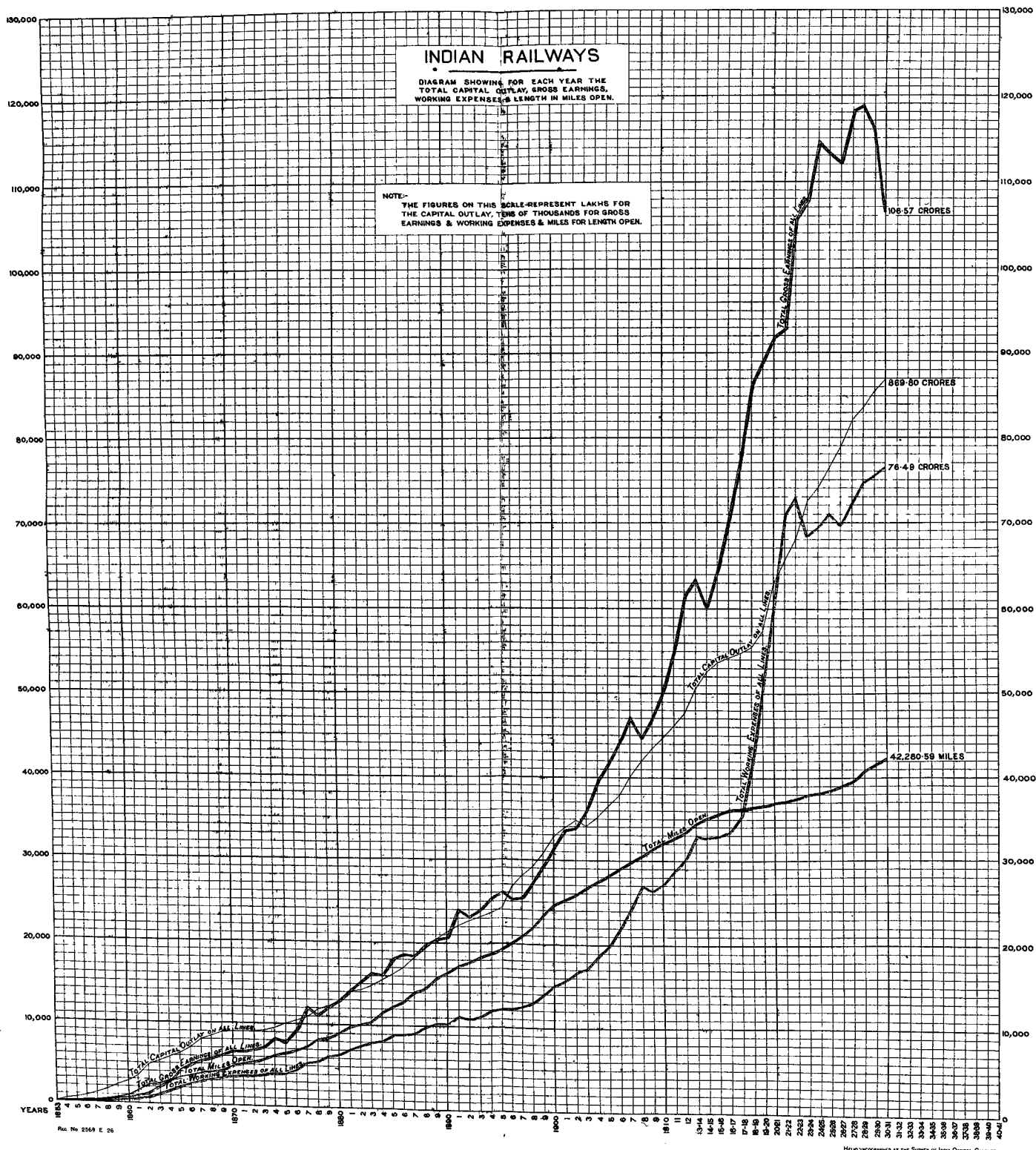
Additions to equipment	43
Standardization of Locomotives	43
Standardization of Rolling Stock	44
Stores Standards Committee	44
Supply of rails and fishplates from indigenous sources	44
Development of the use of Indigenous Timbers for Carriage building	44
Wooden Sleeper Purchase Organisation	45

	PAGE.
CHAPTER V.—ROLLING STOCK AND MATERIALS— <i>contd.</i>	
Value of railway materials purchased	46
Purchase of Stores by Railways through the Indian Stores Department	46
Cost of maintenance and supply of locomotive power and cost of maintenance and operation of Carriage and Wagon Stock	46

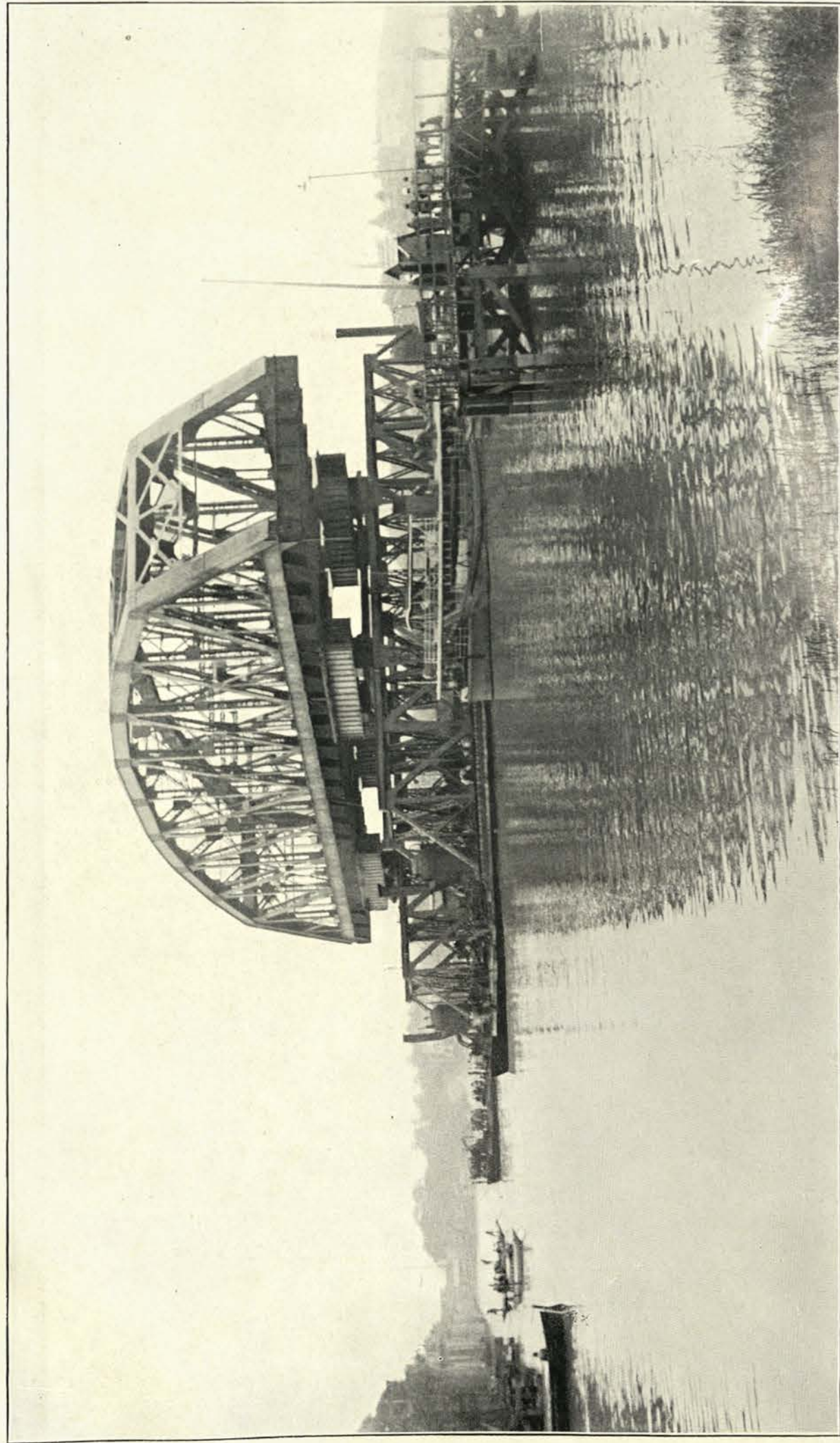
CHAPTER VI.—STAFF.	
Number of staff	48
Cost of staff	48
Indianisation—	
Recruitment of Superior officers	49
State-managed Railways	49
Company-managed Railways	52
Senior Subordinate Grades	54
Review of the progress made since 1925	54
Re-organisation of Superior Cadres of State-managed Railways	57
Rules for Recruitment and Training of Subordinate Staff	58
Training of staff—	
Railway Staff College, Dehra Dun	58
Area Schools	59
Technical School, Jamalpur	59
Improvements in the service conditions of the staff—	
Revision of the scales of pay of lower paid employees	60
Hours of employment and periods of rest	61
Revision of leave rules	61
Acceleration of payments	62
Investigation into the system of raising and recovering debits	62
Welfare—	
Assistance to Railway employees for the education of their children	62
Relief of indebtedness	63
Staff Benefit Fund	63
Railway Sports	64
Elimination of racial discrimination	64
Meetings with the All-India Railwaymen's Federation	65
Labour position on Indian Railways	65
Staff Retrenchment	66

CHAPTER VII.—MISCELLANEOUS.	
Passenger train services and travel amenities	68
Flood Damages	74
Accidents	75
Publicity	80
Anti-malarial work	83

APPENDICES.	
A. Railway Administrations in India alphabetically arranged in three classes according to their gross earnings showing the working agencies and ownership	85
B. Notes on the relation of the Government to Railways in India	90
C. The organisation for Government control	95
D. Resolution regarding the separation of Railway from General Finances	101
E. Resolution on the subject of the financing of branch lines of railways	103
F. Statements of:—	
(1) Gazetted Officers and Officers of corresponding rank employed on Class I Railways	107
(2) Subordinates drawing Rs. 250 per mensem and over, etc.	110
G. Statement showing the number of appointments created and vacancies which occurred among Officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways	114
H. Officers of the Railway Department (Railway Board) on 31st March 1931	117



EAST INDIAN RAILWAY.



Bally Bridge—350' span being warped to its final position.

CHAPTER I.

GENERAL ADMINISTRATION.

1. General Review.—The Railway Board's Annual Report on Indian Railways is published in two volumes. Volume I is the report proper and reviews the general administration and the financial results of the railways with a commentary upon items of outstanding interest that have occurred during the year. Such matters as new construction of railway lines and rolling stock, methods of transportation and modernisation of them, establishment arrangements, including the recruitment, training and welfare of the staff, and other matters having an important bearing on railway management and operation, are also discussed. Volume II is a compilation of financial and statistical summaries and statements covering the main heads of the capital and revenue accounts and are sufficiently comprehensive to embrace the complete range of railway working. For reasons of finance and for accommodation in connection with the dates for the presentation of the Railway as well as the General Budget in the House of the Legislature, the period for which the report is prepared is reckoned from the 1st April in one year to the 31st March in the following year.

India being primarily an agricultural country, the welfare of whose inhabitants and the general prosperity of which is largely dependent on her exportable surplus of staple products, it has been customary in the past to remark in the opening chapter upon the incidence and effectiveness of the monsoon rainfall, and no exception is being made to that procedure in the present report. The year 1930-31, however, was unusual in that it marked the commencement of an economic phase when other than natural and internal conditions influenced the well-being of the country. India's prosperity, no less than that of other lands, was acutely affected by the stagnation in the movement of the world's primary products, and the decrease in the transportation by railway of the commodities which have formed the principal items of traffic in the past has inevitably affected the earnings of practically all lines. The main monsoons lasting, as they do in normal years from the month of June until the end of September, gave fairly well-distributed rain throughout the country, although its activity in August was confined mainly to Burma and North-East India. The total rainfall was slightly below normal over the plains of India as a whole. During the period of the withdrawal of the monsoons rainfall was defective in Burma, the United Provinces, the Punjab, the North-West Frontier Provinces and Sind, normal in Bengal and Central India, and above normal elsewhere. Taking the year as a whole the total rainfall throughout the country was within 16 per cent. of the normal except in the south-east of Madras and on the north coast of that Presidency where it was in moderate excess.

The seasons, on the whole, were favourable for agriculture and the outturn of most of the principal crops showed an increase on the previous year. In the case of cotton and indigo, however, a reduction of 6 per cent. took place. The outturn of sugarcane and sesamum increased by 15 per cent. and that of jute, groundnut, rice and castor seed by 8, 12, 1 and 3 per cent. respectively as compared with the preceding year. The wheat crop of the previous year 1929-30, which was mostly moved during the year under review, was a record one, having been 20 per cent. greater than in the preceding year. Of the winter oilseed crops, the production of rape, mustard and linseed also increased by 20 and 18 per cent. respectively as compared with the preceding season.

2. The depressed state of Indian trade during 1930-31 is reflected in the large decrease which has to be recorded in the gross earnings of the railways. The earnings of State-owned lines fell from Rs. 102 crores in 1929-30 to Rs. 95 crores in 1930-31, representing a decrease of approximately Rs. 7

crores. The net loss from the working of State-owned railways was Rs. 5.19 crores. In accordance with the convention regarding the separation of railway from general finances, a contribution of Rs. 5.74 crores, was made from railway to general revenues for the year, the amount being taken from the railway reserve fund. The decline in earnings was as much due to the fall of passenger traffic as of goods: the earnings from passenger traffic on all railways both State-owned and others fell from Rs. 38.6 crores to Rs. 34.3 crores, a decrease of 4.3 crores, while the earnings from goods carried fell from Rs. 68.8 crores to Rs. 64.4 crores, a decrease of Rs. 4.4 crores. The more noticeable decreases in the movement of goods traffic were in the export of jute and cotton and fewer shipments of oil-seeds. In sympathy with depressed trade there was smaller movement of passengers whether travelling short or long distances.

3. A further 573 miles of railway line were opened during the year but owing to the re-alignment and closing down of small sections of line, the net addition to the mileage of railways during the year was 557 of which 255 belong to the State. The total route mileage at the end of the year was 42,281. In addition, 810 miles were under active construction on 31st March 1931. During the year sanction was accorded to the construction of new lines totalling 168 miles.

4. **Railways and the Legislature.**—A large number of questions was asked in the Legislative Assembly and Council of State during the sessions held in 1930-31, and there is ample evidence that the members of the Legislature continue as in the past to take a close interest in the working of the railways in India. Out of a total of 2,298 questions 723 or 31 per cent. referred solely to railway matters. The subjects in which the greatest interest was manifested related to appointments on railways, the representation of different communities in the railway services, purchase of railways, conditions of employment, recruitment both to the subordinate and superior grades, train services, and construction of new lines.

Apart from questions, notice was given of 10 resolutions in the Assembly and Council of State during the Simla session of 1930, and 22 resolutions during the Delhi session of 1931. Out of a total of 6 resolutions that found a place in the ballot, one was withdrawn, and of the remaining five, three came up for discussion, namely:—

(i) A resolution moved in the Council of State on the 10th of July 1930, recommended the transport by railways at reduced rates of aged and disabled horses and cattle to asylums and free grazing grounds. The proposal was made on humanitarian considerations, it being urged that as asylums and grazing centres were few and at long distances, assistance might be forthcoming from Railways for the transport of these animals at concession rates. To prevent abuse of the concession the mover suggested that certificates from veterinary surgeons should be required before a concession was allowed. Government opposing the resolution explained that the present scale of charges for the transport of cattle was so low as to provide only a very small margin of revenue between expenditure and receipts. It was also stated that there would be considerable administrative difficulties in giving effect to the proposal, as there would be no certain guarantee that the animal in respect of which a certificate might be issued was the one actually brought for despatch by train. The motion was negatived without a division.

(ii) Under the terms of the contract with the Assam Bengal Railway Company for the maintenance and management of the Railway, the contract is determinable by the Secretary of State on the 31st December, 1931, or on the 31st December of any succeeding tenth year, by giving not less than 12 months' previous notice to the Company of intention in that behalf. A resolution moved on behalf of Government on the 14th July, 1930, in the

Legislative Assembly, recommended that in view of the requirements for new construction and open line works on railways and for other reasons, the purchase of the Assam Bengal Railway Company's interest in the Assam Bengal Railway would not be financially profitable and notice of purchase should not be given unless it proved possible to devise some expedient by which the purchase money could be found on favourable terms. The Hon'ble Member for Commerce and Railways explained that on account of loss of Indian income-tax on the Company's earnings and the high interest charges that would be payable on the sum required to meet the purchase price, the transaction would not be a profitable one. He also stated that the purchase of the railway might eventually mean the postponement of the beginning of important projects such as the Bombay Sind connection and the Dacca Aricha Railway. He pointed out that although surplus profits had accrued in the working of the Assam Bengal Railway for the last four or five years due, perhaps, to the policy adopted of building short branch feeder lines, and although the development of this policy might be assumed to bring in additional revenue, funds would not be available to build feeders, if large sums of money were spent in acquiring the line, so that it could not be expected that the surplus profits could continue to increase in the same proportion after the purchase. Further it was explained that the railway had always been economically managed and if it were brought under State-management, it was probable that the State would be faced with a strong demand that the scales of salaries and emoluments of all ranks should be raised to the same standard as on other State-managed railways. After discussion an amended resolution was moved and adopted recommending that negotiations should be undertaken with the Assam Bengal Railway to obtain for Government one year's extension of their existing option to terminate the company's contract on the 31st December, 1931. The Assam Bengal Railway Company, however, were not prepared to agree to the extension suggested by the Legislative Assembly and in view of the prevailing financial difficulties and the fact that the acquisition of the line on the 31st December 1931, was not likely to be profitable, notice for the termination of the contract on that date was not given. Thus the contract will continue for a further period of ten years, the next date for its determination falling on the 31st December 1941.

- (iii) A resolution moved in the Legislative Assembly on the 16th July 1930, recommended that steps should be taken in all cases of railway accidents entailing loss of human lives, (1) to institute a coroner's enquiry, (2) to deliver the bodies of the deceased to the relatives concerned as far as practicable, failing that to different social service organisations, and (3) to institute a judicial enquiry by a committee to be composed of officials and non-officials. It was alleged during the debate that railway accidents were becoming more frequent and that the versions of the number of casualties and of the steps taken for the succour of the injured made impressions on the public mind which were difficult to remove even if they were subsequently proved to be inaccurate. It was stated on behalf of Government opposing the resolution that there was obvious difficulty in having a coroner's enquiry in such cases, as the procedure followed in a coroner's court was by no means identical with that adopted at a magisterial enquiry. Apart from this aspect of the matter, under the existing rules every serious accident occurring on a railway formed the subject of an enquiry both by the railway authorities and the police. In addition the District

Magistrate either held an enquiry himself or deputed some other magistrate to enquire whether action under the criminal law should be taken. It was also explained that it was a matter for local Governments to decide whether non-officials should sit as assessors with the magistrate and whether or not an enquiry was called for. Government were prepared however, to refer the points raised to local Governments and on receipt of their replies to place the matter before the Central Advisory Council for Railways. As regards the disposal of dead bodies the matter was purely one for consideration by the police authorities. Ordinarily the bodies of persons killed in railway accidents were made over to the relatives, but if the relatives could not be found, there was no objection whatsoever to charitable organisations taking charge of them. The resolution was withdrawn.

5. Railway Budget.—The Railway Budget for 1931-32 was presented to both the Houses of the Legislature on the 17th February 1931, after having been discussed in detail with the Standing Finance Committee for Railways in their meetings held at the end of January and in the second week of February, 1931. The budget was discussed generally in the Legislative Assembly on the 19th February, 1931, and in the Council of State on the 21st February, 1931. The voting on the demands for grants in the Legislative Assembly took place during the four days February 23rd to 26th.

During the discussion of the budget in the Assembly, criticism was mainly directed on two important points—the need for retrenchment in railway expenditure and the representation of Muslims in railway services.

Of the motions for reduction made during the debates on demands for grants, only two were carried and two more were pressed to a division but lost. Of the two motions carried one reduced the demand for the Railway Board by Rs. 1,00,000. To give effect to this cut the Railway Board made certain retrenchment in their staff and some posts including those of officers have been held in abeyance. The second cut carried was of Rs. 100 only and was intended to criticise the policy of the Government with regard to Indianisation on the railways. One of the cuts proposed was to draw attention to the inadequate representation of Muslims in the railway services. This was, after full discussion, finally withdrawn by the mover.

6. Standing Finance Committee for Railways.—During the year under review the Committee held meetings on seven occasions. They scrutinised the proposals for expenditure to be incurred in the year 1931-32, both on capital and revenue account, that is, on works of improvement and renewals on open lines, the construction of new lines and the provision of additional rolling stock or renewal thereof. Among the more important engineering works specially approved by the Committee may be mentioned the doubling of the East Indian Railway line from Cawnpore to Tundla, a length of 141 miles estimated to cost Rs. 93·82 lakhs, and the remodelling of the workshops at Jamalpur, East Indian Railway, estimated to cost Rs. 66·65 lakhs. The Committee also examined the general recommendations contained in Sir Arthur Dickinson's report on the system of accounting, audit and statistics of railways. They scrutinised proposals regarding the reorganisation of cadres on railways, including the establishment of the Central Standardisation Office and the abolition of the post of Technical Officer, Railway Board.

7. Central Advisory Council for Railways.—During the year 1930-31 two meetings of the Central Advisory Council were held, one in July 1930 in Simla and the other in March 1931 at New Delhi. The subjects discussed included the following:—

Supply of drinking water to passengers in trains.—A member suggested that voluntary organisations should be permitted to undertake the supply of water to passengers. The Chairman explained that the subject had been discussed with Agents of railways, who were unanimously of opinion that the supply of drinking water to passengers was primarily the concern of railway

administrations. After discussion it was agreed that two organisations were not necessary for this work. In the course of the debate, mention was made of an experiment that had been tried, but without success, on one railway to provide cold drinking water in third class compartments. The Chairman suggested that experiments should be continued to see if it were possible to evolve some scheme at a reasonable cost, whereby cold water for drinking purposes could be supplied in the compartments of third class carriages. It was also suggested that orders should be issued to Agents, that before the beginning of each hot weather, they should consult their Local Advisory Committees regarding the arrangements for the supply of drinking water, who might be in a position to give valuable assistance in this respect.

Rules for the recruitment and training on State-managed railways of apprentice mechanics and trade apprentices.—In the course of the discussion several suggestions were made, e.g., reduction of the age limit, increase in stipends, reduction in the period of training, period of apprenticeship to be counted as service for gratuity, all of which have received careful consideration.

Re-organisation of the cadres of the superior services on State-managed railways.—The principal features of the scheme are the institution of a separate cadre for each of the State-managed railways; the provision of a suitable reserve for leave, deputation and training; the abolition of the provincial engineering and local traffic services; and the constitution of a new gazetted service for promotion of deserving subordinates. The Council approved of the proposals.

General policy for assistance from railway funds to railway employees for the education of their children.—The new educational policy of the Railway Board was explained and approved by the Council.

Rules for the recruitment and training of subordinate staff on State-managed railways.—The discussion centred round the subject of community representation in the services, and it was explained that the main object of the rules was to provide proper treatment of the interests of each and every community. The rules were agreed to by the Council.

Elimination of racial discrimination in railway services.—As the question had been discussed at length along with the rules for the recruitment and training of subordinate staff on State-managed railways, it was agreed that no further discussion was necessary.

Rules of the railway staff benefit fund for State-managed railways.—This fund takes the place of the former fine fund from which assistance, not provided for under the ordinary rules governing expenditure, could be given for the improvement of facilities for recreation and amusement for the staff and to individuals in cases of exceptional hardship. The rules of the new fund which provide for a contribution from revenue in order to make up the loss of income resulting from the restriction of the practice of fining, and for the association of the staff in the management of the fund, were accepted by the Council.

8. Extension of Government Audit on Company-managed Railways.—In 1925 the scope of audit on two company-managed railways was extended as an experimental measure in certain directions, particularly in the direction of greater inspection of initial records and documents in the offices in which the expenditure originated. The result of the partial extended audit established the desirability of extensive audit on behalf of the Secretary of State on all company-managed railways. The Committee of Public Accounts also, as a result of their examination of the accounts of 1927-28, emphasised the necessity of strengthening audit on company-managed railways. With the approval of the Secretary of State and the Standing Finance Committee, a scheme of extended audit was introduced on all company-managed railways as an experimental measure, for a period of 3 years, with effect from the 1st April 1930. The main features of the scheme are that it provides for the minimum amount of continuous test check at headquarters and at all workshops and stores depôts, for peripatetic audit of the less important stores depôts and

workshops, for inspection on the spot of initial accounts records, and surprise visits to engineering depôts, sheds, stations.

9. Meetings with Agents of Railways and Local Governments.—

Meetings were held by the Railway Board with the Agents of the principal railways in October, 1930, at Simla and in March, 1931, in New Delhi. The following subjects, among others, were discussed :—

- Grant of railway quarters or building sites to Trade Unions on railway land;
- Design of broad gauge upper class coaching stock;
- Prompt payment of wages to staff;
- Senior officers' course at the Railway Staff College, Dehra Dun;
- Procedure to be adopted in granting medical certificates to railway servants applying for leave on medical grounds;
- Contracts for the provision at certain railway stations of licensed coolies for carrying passengers' luggage;
- Discharge and dismissal of State railway non-gazetted government servants;
- Access of representatives of Trade Unions to places of work;
- Formation, constitution and functions of committees of representative members of minority communities for the purpose of assisting railway administrations in the recruitment of non-gazetted employees;
- Control of expenditure under Abstract A (Maintenance of structural works) of the Revenue Accounts;
- Adoption of "Ro-Railers" as on the London Midland and Scottish Railway;
- Limitation of overtime;
- Passes to contractors;
- Economy.

Visits to the number of sixty-nine were paid by the Chief Commissioner of Railways, the Financial Commissioner of Railways or by a Member of the Railway Board to the headquarters of railway administrations and to the number of fifteen to local Governments. Copies of the tour programmes of the Hon'ble Member for Railways, the Chief Commissioner, the Financial Commissioner and Members of the Railway Board were sent in advance to local Governments and important mercantile associations, besides being communicated to the press.

10. New Stores Purchase Rules.—The new stores purchase rules promulgated with Government of India, Department of Industries and Labour, Resolution No. S.-217, dated the 12th December 1929, came into force from the 1st January, 1931. The rules provide that all articles required to be purchased for the public service, except those of a special or unusual character, must be purchased on the condition that delivery shall be made in India for payment in rupees in India. They also permit of a limited degree of price preference being accorded to articles produced or manufactured either wholly or partly in India. Departmental instructions were issued by the Railway Board during the year under review for the guidance of railway officers who may be required to make purchases of stores under the new rules.

11. Local Advisory Committees.—In previous reports reference has been made to the work that is being done by the Local Advisory Committees on railways in bringing to the notice of the railway administrations matters affecting the general public in their capacity as users of the railways. Committees have now been established and are functioning on all Class I Railways, except the Jodhpur Railway. A committee is also functioning on the Barsi Light Railway which is a class II railway. The committees constitute a valuable link between railways and their clientele. The interest taken in their work and the value attached to their influence continue to be reflected in the requests received from trade associations and other organisations for

representation on them. It has not always been possible to accede to these requests, as it is felt that the usefulness of the committees is likely to be impaired if their constitution becomes unwieldy. The desire for the publication of a summary showing the work done by the committees has been met by publishing quarterly a pamphlet showing in tabulated form the subjects discussed, the recommendations of the committees accepted by the railway administration concerned, with or without modifications, and the recommendations which, for various reasons, could not be accepted. Copies of these pamphlets are available for sale at the Government of India, Central Publication Branch, Calcutta.

The number of meetings of the advisory committees held on each railway during the year was as follows:—

Assam Bengal Railway	2
Barsi Light Railway	1
Bengal and North-Western Railway—	
Gorakhpore (United Provinces)	4
Muzaffarpur (Bihar and Orissa)	4
Bengal-Nagpur Railway—	
Calcutta (Bengal)	11
Patna (Bihar and Orissa)	3
Nagpur (Central Provinces)	4
Bombay, Baroda and Central India Railway	12
Burma Railways	10
Eastern Bengal Railway	9
East Indian Railway—	
Calcutta (Bengal)	13
Cawnpore and Lucknow alternatively (United Provinces)	6
Great Indian Peninsula Railway—	
Bombay	12
Nagpur (Central Provinces)	3
Cawnpore (United Provinces)	3
Madras and Southern Mahratta Railway—	
Madras	7
Hubli (Bombay Presidency)	4
North Western Railway—	
Lahore (Punjab)	11
Karachi (Sind)	4
Rohilkund and Kumaon Railway	4
South Indian Railway	4
TOTAL	131

A wide variety of subjects has been discussed at the meetings, some of which may be mentioned in supplement of those detailed in the Railway Board's reports for previous years. They include such items as:—

Painting of railway carriages; inspection of railway carriages; provision of benches and electric fans at platforms; provision of electric fans in Intermediate and third class carriages; special arrangements for festivals; special trains during the marriage season; provision of goods sidings; appointment of lady ticket checkers; reservation of compartments for ladies; steamer arrangements at ghat stations; reservation of berths; wharfage; provision of weigh bridges; speeding up of trains; tourist cars and specials; and toll on railway bridges.

12. Railway Rates Advisory Committee.—The Railway Rates Advisory Committee, which was constituted in 1926, continued to function under the presidentship of Sir Narasimha Sarma, late Law Member of His Excellency

the Viceroy's Executive Council. During the year the Committee enquired into and reported on the following three cases:—

Complaint from Mr. Manik Lal Pal and others alleging that the terminal charges on loose jute levied by the Assam Bengal Railway were illegal and unreasonable.

Complaint from the Kalyanpur Lime Works, Calcutta, alleging the unreasonableness of rates over the East Indian Railway for lime from Dehri-on-Sone to Howrah and certain stations on the Bengal and North-Western Railway, as compared with the corresponding rates from certain competing centres on the Naini-Jubbulpore Section of the Great Indian Peninsula Railway.

Complaint from certain sugar factory proprietors at Cawnpore regarding the rates for jagree over the Bengal and North-Western Railway, when consigned to stations on other railways *via* Cawnpore, the allegation being that the rates were unduly high.

Evidence in the first two cases was led at considerable length and in due course comprehensive reports were submitted by the Committee. In the first case the Committee's report is under consideration by Government. As regards the second, the Committee's recommendation, which supported the complainant's view except as regards the rate to Howrah, was accepted by Government. The third complaint was compromised by the parties during the course of the hearing.

Under instructions from the Government of India, the president of the Committee, in consultation with the railway member of the committee, examined various proposals that had been put forward from time to time for a revision of the Indian Railways Act (1890). In pursuance of a press communiqué issued by Government in November 1929, the president and the railway member conferred with commercial bodies, chambers of commerce, traders and others interested in regard to this matter, more particularly in regard to enactments dealing specially with the carriage of goods and passengers. The president's report on the subject is now under the consideration of the Railway Board.

CHAPTER II.

FINANCIAL RESULTS.

13. The principal results of working of railways are summarised in the table below :—

Particulars.	Class I Railways.	Other Railways.	Total of all Railways.
(i) Total route mileage { 1929-30 open for traffic. { 1930-31	37,535 38,020	4,189 4,261	41,724 42,281
(ii) Number of passengers { 1929-30 originating. { 1930-31	597,779,600 542,062,100	36,517,800 33,764,400	634,297,400 575,826,500
(iii) Number of passenger { 1929-30 miles. { 1930-31	22,194,143,000 19,708,551,000	858,857,000 779,675,000	23,053,000,000 20,488,226,000
(iv) Tons originating { 1929-30 { 1930-31	85,964,000 79,658,000	*3,854,000 3,719,000	*89,818,000 83,377,000
(v) Number of ton miles. { 1929-30 { 1930-31	*21,265,304,000 20,145,778,000	259,332,000 260,699,000	21,524,636,000 20,406,477,000

* Revised figures.

14. Trade review.—*Exports.*—The world depression in trade had its effect upon the exports and imports of the country. The total value of the export trade in 1930-31 amounted to Rs. 220 crores as compared with Rs. 311 crores in the previous year, a decline of Rs. 91 crores or of 29 per cent. as compared with that year. Shipments of raw jute contracted from 807,000 tons valued at Rs. 27.17 crores to 620,000 tons valued at Rs. 12.88 crores. There was also a decline in the value of jute manufactures exported from Rs. 51.92 crores in 1929-30 to Rs. 31.89 crores during the year under review. Exports of raw cotton fell from 727,000 tons to 701,000 tons in quantity and from Rs. 65.08 crores to Rs. 46.33 crores in value. Despatches of cotton twist and yarn amounted to 23.5 million lbs. (Rs. 1.58 crores) against 24.6 million lbs. (Rs. 1.90 crores) recorded in 1929-30. Shipments of cotton piecegoods also showed a decline of 35 million yards in quantity and Rs. 1.35 crores in value and amounted to 98 million yards valued at Rs. 3.32 crores. The total exports of oilseeds receded from 1,195,000 tons (Rs. 26.47 crores) to 1,037,000 tons (Rs. 17.86 crores), a great part of this decline being accounted for by a falling off in shipments of groundnuts by 113,000 tons in quantity and by Rs. 6.72 crores in value. Among the other varieties of oilseeds, linseed showed an increase of 8,400 tons on the quantity side but a decline of Rs. 31 lakhs on the value side. Exports of grain, pulse and flour advanced by 104,000 tons to 2,614,000 tons, chiefly as a result of larger shipments of wheat, which amounted to 196,500 tons as compared with 13,000 tons in 1929-30. Exports of rice not in the husk, however, fell off from 2,298,000 tons to 2,254,000 tons during the year under review. Consignments of tea shrank from 376.6 million lbs. valued at Rs. 26.00 crores to 356.2 million lbs. valued at Rs. 23.56 crores. Hides and skins showed a decline of 8,000 tons under the raw varieties and of 3,000 tons under the tanned or dressed descriptions. Exports of lac were returned at 547,000 cwts. (Rs. 3.14 crores) against 669,000 cwts. (Rs. 6.97 crores) recorded in the preceding year. Shipments of coffee improved from 184,000 cwts. valued at Rs. 1.45 crores to 293,000 cwts. valued at Rs. 1.92 crores. There was a decline of about 20 million lbs. under raw wool, the year's consignments having amounted to 30.5 million lbs. only.

Imports.—Compared with 1929-30, the imports of foreign merchandise fell by Rs. 76 crores or 31 per cent., the total value recorded during the year under review having been Rs. 165 crores. The most noticeable decreases were those recorded under yarns and textiles and fabrics (—Rs. 39 crores), metals and manufactures thereof (—Rs. 8 crores), sugar (—Rs. 5 crores), machinery and mill-work (—Rs. 4 crores), and under grain, pulse and flour (—Rs. 3 crores). Coming to details, imports of cotton piecegoods contracted from 1,919 million yards valued at Rs. 50 crores to 890 million yards valued at Rs. 20 crores. Cotton twist and yarn also shrank from 44 million lbs. to 29 million lbs. in quantity and from Rs. 6 crores to Rs. 3 crores in value. Imports of iron and steel and manufactures thereof fell by Rs. 6 crores to Rs. 11 crores. Consignments of raw cotton from foreign countries more than doubled in quantity, totalling 58,000 tons against 24,000 tons recorded in 1929-30; but the value improved by a proportionately smaller margin from Rs. 3.42 crores to Rs. 6.39 crores. Imports of wheat amounted to 232,000 tons, which were smaller than the preceding year's receipts by 125,000 tons. Arrivals of sugar were on a reduced scale, total quantity imported having been 1,003,000 tons (Rs. 11 crores) against 1,011,000 tons (Rs. 16 crores) in 1929-30. Imports of oils fell off by 11 million gallons in quantity and by a crore of rupees in value, the major part of the decline having been due to smaller receipts of kerosene oil. There were also noticeable decreases under provisions and oilmen stores, glassware, hardware, paper and pasteboard and tobacco.

Balance of trade.—The visible balance of trade in merchandise and treasure in 1930-31 was Rs. 38 crores in favour of India as compared with Rs. 53 crores in the preceding year.

15. Financial results of working.—The general economic depression, the civil disobedience movement during the year, and the growing motor-bus competition everywhere combined to reduce gross traffic receipts by over $7\frac{1}{2}$ crores below the previous year; and this, with an increase in interest charges of over two crores, resulted in a net loss of 5.19 crores from the working of railways as compared with a gain of 4.04 crores in 1929-30. In order to meet this deficit, and to pay the contribution to general revenues of $5\frac{3}{4}$ crores, the railway reserve fund had to be drawn upon to the extent of nearly 11 crores, leaving a balance of less than $5\frac{1}{2}$ crores. The table below compares the financial results in 1930-31 with those of 1929-30.

		(Figures in thousands.)	
		1929-30.	1930-31.
		Rs.	Rs.
(i) (a) Gross Traffic Receipts		1,02,70,29	95,09,66
(b) Surplus profits from subsidized companies		58,71	20,36
(c) Interest on Depreciation and reserve Funds		1,27,66	1,32,21
(d) Other Miscellaneous Railway Receipts		21,46	20,89
Total Receipts		1,04,78,12	96,83,12
(ii) (a) Working expenses (excluding Depreciation)		55,58,95	54,38,94
(b) Depreciation		12,58,98	13,06,53
(c) Surplus profits paid to Companies		1,51,98	1,16,30
(d) Land and Subsidy to Companies		4,39	5,90
(e) Interest		30,46,06	32,71,55
(f) Miscellaneous Railway Expenditure		54,12	62,68
Total		1,00,74,48	1,02,01,90

(Figures in thousands.)		
	1929-30.	1930-31.
	Rs.	Rs.
(iii) Net—		
Gain	4,03,64	...
Loss	...	5,18,78
(iv) (a) Contribution from railway to general revenues	6,11,96	5,73,57
(b) Amount transferred from Railway Reserve Fund	2,08,22	10,92,35

In addition to the heavy decline in gross traffic receipts, there was a diminution of 38 lakhs in the surplus profits from subsidised companies of which the most important, the Southern Punjab Railway Company, was bought out in January 1930; and the total receipts fell by nearly 8 crores.

On the other hand, total working expenses were nearly $\frac{3}{4}$ crore lower than in 1929-30, in spite of the contribution to the depreciation fund being about half a crore higher. This reduction is, however, deceptive, as it is due to a credit to working expenses of about $1\frac{2}{3}$ crores by book adjustments with the Depreciation Fund of erroneous transactions in past years, (against a smaller adjustment of 40 lakhs in the previous year) and but for these adjustments, ordinary working expenses (exclusive of depreciation) would have been about the same as in the past year.

Miscellaneous railway expenditure showed a decrease of $\frac{1}{4}$ crore, as a result of the share of surplus profits payable to railway companies and Indian States being less than in the previous year.

16. These decreases amounting to a crore in all were insufficient to cover the growth in interest charges, and the total expenditure debited to railway revenues was $1\frac{1}{4}$ crores higher than in the previous year. The increase of $2\frac{1}{4}$ crores in interest charges is partly due to the increase in the capital at charge owing to new lines and open line works. Partly, however, it is due to a change in the method of calculating the average rate of interest on capital outlay after 1916-17. The previous procedure had been to arrive at the rate by dividing the total interest charges on loans floated after that date by the nominal amount of the debt outstanding. This did not represent the actual cost of borrowing as it did not make allowance for the circumstance of loans floated at a discount or at a premium. It was decided therefore to substitute in the calculation the actual amounts realised for the nominal amounts. This has resulted in an increase of approximately one-third of one per cent. in the rate and about a crore in the annual interest charges borne by railway revenues.

17. *Earnings.*—The table below compares the earnings of the more important individual railways in the two years 1929-30 and 1930-31.

(Figures in lakhs).			
	1929-30.	1930-31.	Increase+ Decrease—
	Rs.	Rs.	Rs.
North Western	15,97	16,45	+ 48
Eastern Bengal	6,73	5,86	- 87
East Indian	19,85	18,24	- 1,61
Great Indian Peninsula	14,58	13,33	- 1,25
Burma	4,87	4,28	- 59
Bengal Nagpur	9,32	8,17	- 1,15
Bombay, Baroda and Central India	11,52	10,90	- 62
Madras and Southern Mahratta	8,97	7,98	- 99
South Indian	6,33	5,80	- 53
Other railways	4,55	4,08	- 47

The only railway which shows an increase is the North Western : and, here, the purchase of the Southern Punjab Railway on 1st January 1930, and the inclusion of its earnings for the whole year, conceals a real decrease of over half a crore. Other railways fared as badly, or worse.

The East Indian and the Great Indian Peninsula Railways fared worst on actual figures, being about $1\frac{2}{3}$ and $1\frac{1}{4}$ crores down respectively, but these represented only about a twelfth of their previous year's earnings. The decrease on the Bengal Nagpur Railway was over a crore—nearly an eighth, and that on the Madras and Southern Mahratta Railway just under a crore—a ninth of its earnings in 1929-30. Relatively the worst sufferer was the Eastern Bengal whose earnings fell by 13 per cent. or 87 lakhs.

The decrease of 161 lakhs on the East Indian Railway is, apart from the general trade depression, principally due to road motor competition, the Kumbh Mela at Allahabad in 1929-30, decreased movements of Burma and Bengal rice and boycott of Java sugar and foreign cloth. The decrease of 125 lakhs on the Great Indian Peninsula Railway was due to reduced export of cotton due to greater production in America, less consumption of coal by the public, competition of Soviet Russia in the traffic of metallic ores, lack of money among agriculturists for travel purposes and fall in market prices. The fall on the Bengal Nagpur Railway was due to the decrease in the manganese traffic in spite of the introduction of reduced rates to revive the trade. The passenger and goods traffic on the Madras and Southern Mahratta Railway, though the latter showed improvement towards the end of the year, was badly hit by general trade depression combined with low prices and the result was a drop of 99 lakhs in the earnings. Among those which suffered a comparatively smaller loss are the Bombay, Baroda and Central India, Burma and South Indian Railways. The loss on the Bombay, Baroda and Central India Railway occurred under coaching traffic, general merchandise, fuel and military traffic. The loss on the South Indian Railway was due to floods and breaches, and motor bus competition. The decreases on the Assam Bengal and Bengal and North-Western Railways were due to the poverty of the agriculturist class owing to the fall in prices of produce.

18. *Ordinary working expenses (excluding depreciation).*—The table below shows the variations in ordinary working expenses on individual railways : (neglecting the book adjustments already referred to)—

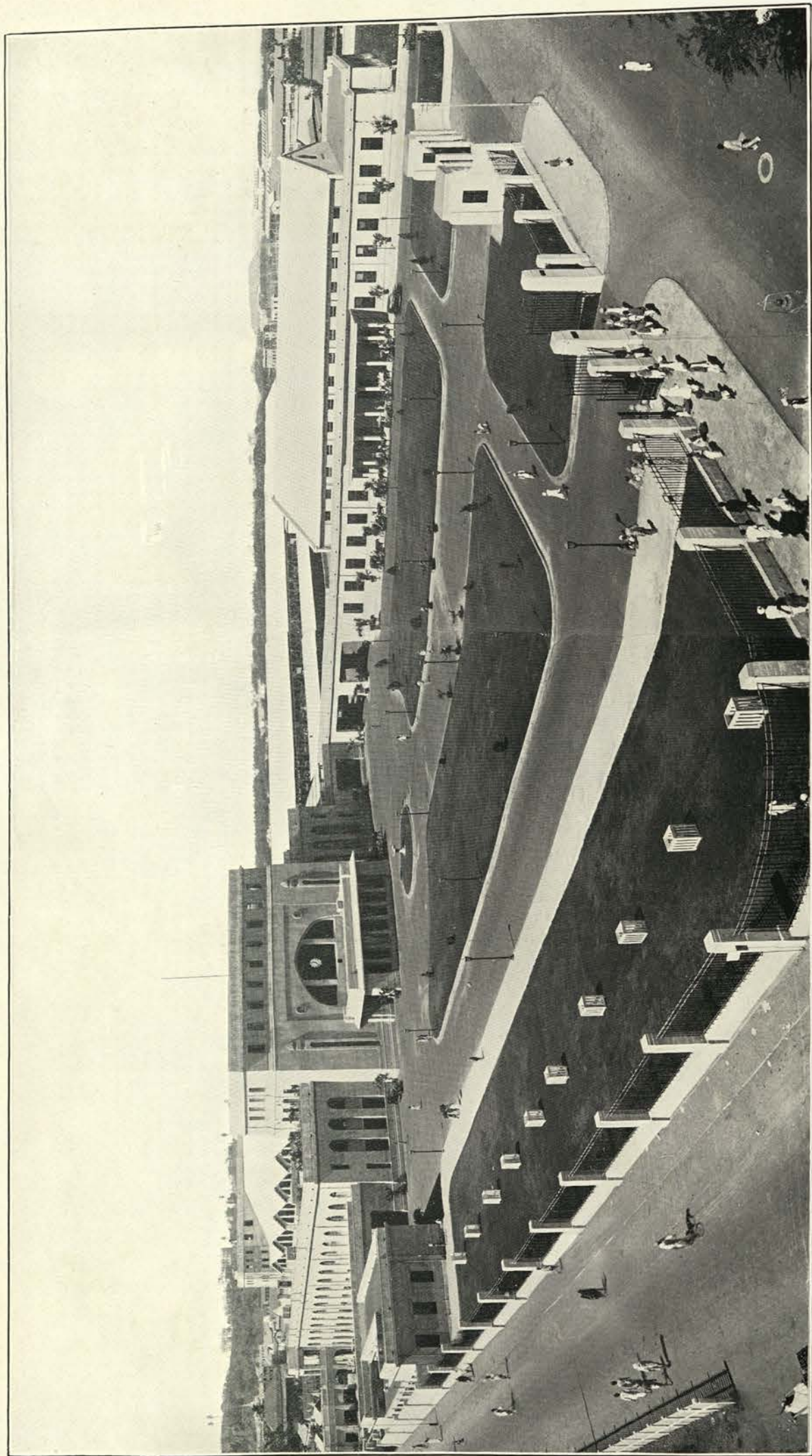
(Figures in lakhs).

	1929-30.	1930-31.	Increase+ Decrease—
	Rs.	Rs.	Rs.
North Western	10,14	10,79	+ 65
Eastern Bengal	3,84	3,74	- 10
East Indian	10,21	9,95	- 26
Great Indian Peninsula	8,37	8,57	+ 20
Burma	2,57	2,61	+ 4
Bengal Nagpur	5,68	5,35	- 33
Bombay, Baroda and Central India	6,21	6,14	- 7
Madras and Southern Mahratta	3,95	3,88	- 7
South Indian	2,84	2,87	+ 3
Other railways	2,18	2,14	- 4
Total	55,99	56,04	+ 5

The large increase in the North Western Railway is mainly accounted for by the purchase of the Southern Punjab Railway.

19. In the following table the working expenses of 1929-30 and 1930-31 are compared by the major heads into which railway expenditure is divided.

BOMBAY, BARODA & CENTRAL INDIA RAILWAY.



Bombay Central Station opened on 18th December 1930.

(Figures in thousands.)			
	1929-30.	1930-31.	Difference.
	Rs.	Rs.	Rs.
1. General Administration.	14,39,85	14,88,96	+ 49,11
2. Repairs and Maintenance and Operation	44,48,33	42,12,99	- 2,35,34
3. Appropriation to Depreciation Fund	12,58,98	13,06,53	+ 47,55
Total	71,47,16	70,08,48	- 1,38,68
Deduct—Worked lines and suspense	3,29,23	2,63,01	- 66,22
Total Working Expenses	68,17,93	67,45,47	- 72,46

20. The usual increase in expenditure classified under general administration due to accrual of increments and employment of additional staff for new lines has been added to by special circumstances such as gratuities to discharged workmen, *e.g.*, on the transfer of the Bombay, Baroda and Central India Railway workshops to Dohad.

More than half of the decrease of 235 lakhs under repairs and maintenance and operation is due to the book adjustments already referred to; but, to the extent of 110 lakhs, there has been a real decrease. This reduction has been effected by the special efforts made by railway administrations to economise expenditure. The main directions in which economies were initiated during the year were reduction in train mileage; increase in the period between repairs to rolling stock and structures; closing down unimportant stations, yards and engine sheds; reduction in temporary staff, and in the overtime worked in shops; leaving certain vacancies unfilled; and so on. These measures formed the beginning of the economy campaign which was continued with still greater intensity in the following year.

The increase of nearly half a crore under Depreciation Fund follows the addition to the value of the assets which was made during the previous year; while the large decrease (of $\frac{2}{3}$ crore) in the share of expenses recovered from worked lines is due mainly to the Southern Punjab Railway ceasing, by purchase, from being a worked line.

21. The contribution to General Revenues amounted to 574 lakhs, or 38 lakhs less than in 1929-30.—The statement below shows how this is arrived at :—

(Based on actuals of penultimate year 1928-29.)

(Figures in thousands of rupees)		
	Rs.	Rs.
1. 1 per cent on capital of 6,93,73,41 at charge—commercial lines—to end of 1928-29	...	6,93,73
2. (i) Receipts (1928-29)—		
Gross traffic receipts—commercial lines	1,02,67,09	
Subsidized companies—share of surplus profits	38,84	
Interest on depreciation and reserve fund balances and dividends on investments in branch lines and miscellaneous receipts	1,15,71	
TOTAL RECEIPTS		1,04,21,64

		(Figures in thousands of rupees.)	
		Rs.	Rs.
(ii) Charges (1928-29)—			
Working expenses—commercial lines		64,83,85	
Indian States and railway companies' share of surplus profits		1,59,14	
Land and subsidy		2,91	
Interest—			
On capital at charge—commercial lines		26,40,72	
On capital contributed by Indian States and companies		1,50,42	
Miscellaneous railway expenditure		31,66	
Contribution at 1 per cent. on capital at charge—commercial lines		6,93,73	
TOTAL CHARGES			1,01,62,43
(iii) Surplus			
			2,59,20
(iv) Contribution of one-fifth of surplus			
			51,84
3. Total contribution from railway revenues 1 plus 2 (iv)			
			7,45,57
Deduct—Loss on strategic lines—			
(i) Interest on capital of 33,10,29		1,41,81	
(ii) Loss in working		30,19	
			1,72,00
4. Net payment due from railway to general revenues in 1930-31 met by transfer from Railway Reserve Fund .-			
			5,73,57

22. The return during 1930-31 on the total capital at charge of both commercial and strategic lines is 3·70 per cent. or about 0·95 per cent. less than in 1929-30. This compares with the returns during the last 5 years as follows :—

1925-26	5·31
1926-27	5·05
1927-28	5·41
1928-29	5·22
1929-30	4·65
1930-31	3·70

23. The amount appropriated to the depreciation fund by debit to the working expenses of state-owned railways and the amounts drawn from this fund to meet the expenditure incurred on replacements and renewals actually

carried out on those railways during 1929-30 and 1930-31 are given in the statement below :—

(Figures in thousands of rupees.)

Railways.	Credits to Depreciation Fund by debit to Revenue on account of depreciation in 1929-30.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1929-30.	Credits to Depreciation Fund by debit to Revenue on account of depreciation in 1930-31.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1930-31.
<i>State Lines managed by State.</i>				
North Western	2,58,35	1,41,44	2,68,85	1,80,21
Eastern Bengal	86,36	62,01	91,70	76,50
East Indian	2,21,29	2,46,75	2,29,25	2,18,13
Great Indian Peninsula	1,82,56	1,06,56	1,89,21	1,17,56
Burma	48,28	49,73	51,72	39,38
Aden	11	1,51	...	...
<i>State Lines managed by Companies.</i>				
Bengal Nagpur	1,23,95	2,04,12	1,31,75	1,01,27
Bombay, Baroda and Central India	1,33,15	96,57	1,33,50	97,34
Madras and Southern Mahratta	90,05	94,95	87,55	61,43
South Indian	65,30	88,83	69,62	55,82
Other railways	49,58	43,35	53,38	26,25
Adjustments :—				
1. Net result of adjustment of credits on account of released materials and expenditure on non-wasting assets of company-worked railways under Repairs and Maintenance.	...	40,35	...	2,24,90
2. Write back of Renewal and Replacement expenditure of the company's sections of the Bengal and North-Western and Rohilkund and Kumaon Railways for the years 1924-25 to 1929-30.	...	...	...	—59,20
TOTAL	12,58,98	11,76,17	13,06,53	11,39,59

24. An analysis of the financial results of the working of the railways owned by the State is given in the following statement, for the last three years, by each railway :—

(Figures in thousands of rupees.)

Railways.	Year.	(d) Capital at charge.	Deduct amount of capital contri- buted by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Deprecia- tion.	Net Receipts.	Per- centage of Net Receipts on Cap- ital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS.			Gain.	Loss.
									Payment on account of share of Surplus Profits.	Interest Annuity on Sinking Fund charges.			
1	2	3	4	5	6	7	8	9	10	11	12	13	
State Lines managed by State.													
North Western	1928-29	1,36,53,60	..	1,36,53,60	15,97,24	12,07,88	3,89,56	2.9	...	5,54,89	...	1,65,03	
	1929-30	1,46,46,71	...	1,46,46,71	15,97,70	12,71,84	3,25,86	2.2	...	5,79,44	...	2,53,58	
	1930-31	1,47,84,94	...	1,47,84,94	16,45,45	13,47,21	2,98,24	2.0	...	6,32,13	...	3,33,89	
Eastern Bengal	1928-29	47,83,76	...	47,83,76	7,08,98	4,75,12	2,33,86	4.9	...	1,79,98	53,88	...	
	1929-30	49,84,72	...	49,84,72	6,73,07	4,70,70	2,02,37	4.0	...	1,86,84	15,53	...	
	1930-31	50,82,12	...	50,82,12	5,86,00	4,65,73	1,20,27	2.4	...	1,99,86	...	79,59	
East Indian	1928-29	1,39,75,44	59,96	1,39,15,48	20,41,85	12,28,09	8,13,76	5.9	...	5,70,19	2,43,57	...	
	1929-30	1,43,46,77	59,96	1,42,86,81	19,85,18	12,42,14	7,43,04	5.2	...	5,81,73	1,61,81	...	
	1930-31	1,45,62,28	59,96	1,45,02,32	18,24,30	12,24,40	5,99,90	4.1	...	6,17,61	...	17,71	
Great Indian Peninsula	1928-29	1,11,82,28	...	1,11,82,28	15,44,00	10,17,61	5,26,89	4.7	...	4,18,70	1,07,69	...	
	1929-30	1,15,48,13	...	1,15,48,13	14,58,35	10,19,72	4,38,63	3.8	...	4,30,95	7,68	...	
	1930-31	1,17,25,56	...	1,17,25,56	13,33,36	10,45,78	2,87,58	2.5	...	4,59,81	...	1,72,23	
Burma	1928-29	32,76,06	...	32,76,06	4,96,38	3,23,05	1,73,33	5.3	45,52	1,23,34	4,47	...	
	1929-30	34,75,53	...	34,75,53	4,87,13	3,05,36	1,81,77	5.2	818,48	1,58,80	4,49	...	
	1930-31	35,31,28	...	35,31,28	4,27,81	3,12,60	1,15,21	3.3	...	1,58,96	...	43,75	
State Lines managed by Companies.													
Bengal Nagpur	1928-29	71,61,07	10,53,13	61,07,94	9,14,15	6,31,28	2,82,87	3.9	7,47	3,22,33	...	47,23	
	1929-30	74,16,49	10,53,13	63,63,36	9,31,44	6,92,25	2,39,19	3.2	...	3,22,13	...	82,94	
	1930-31	75,75,58	10,53,13	65,22,45	8,17,01	6,67,25	1,49,76	2.0	...	3,48,78	...	1,99,02	

FINANCIAL RESULTS.

17

Bombay, Baroda and Central India	1928-29	70,24,26	2,52,46†	67,71,80	11,96,98	7,48,88	4,48,10	6-3	16,78†	2,88,23	1,64,14	...
	1929-30	71,63,85	2,49,00†	69,14,85	11,51,68	7,53,94	3,97,74	5-6	17,91†	2,69,04	1,10,79	...
	1930-31	72,83,64	2,49,00†	70,34,64	10,89,60	7,47,22	3,42,38	4-7	15,00†	2,84,30	43,08	...
Madras and Southern Mahratta	1928-29	54,75,45	10,07,08	44,68,37	9,22,87	4,88,51	4,84,36	7-9	78,32†	2,23,44	1,37,70	...
	1929-30	56,47,17	10,07,08	46,40,09	8,97,54	4,84,92	4,12,82	7-3	96,94†	2,28,97	88,71	...
	1930-31	53,81,44	10,07,08	43,74,16	7,98,20	4,75,88	3,22,32	6-0	79,57†	2,41,44	1,31	...
South Indian	1928-29	36,87,53†	4,15,83||	31,72,20	5,63,34	3,23,20	2,40,04	6-6	627†	1,52,61	81,16	...
	1929-30	38,55,12	4,95,81||	33,59,31	6,32,74	3,50,01	2,82,73	7-3	10,34†	1,59,23	1,13,16	...
	1930-31	43,76,03	4,95,81||	38,80,22	5,79,97	3,56,94	2,23,03	5-1	14,72†	1,77,25	31,06	...
Other railways	1928-29	37,92,19	4,54,61	33,37,58	4,48,05	2,39,03	2,09,02	5-5	10,93	1,19,25	78,84	...
	1929-30	39,13,61	4,54,60	34,59,01	4,55,46	2,67,40	1,88,06	4-8	8,31	1,30,93	48,82	...
	1930-31	40,14,88	4,54,60	35,60,28	4,07,96	2,68,16	1,39,80	3-5	7,01	1,51,41	...	18,62
Suspense	1928-29	...	...	...	...	...	...	...	...	...	...	...
	1929-30	...	...	...	...	...	...	...	...	...	...	...
	1930-31	...	...	...	...	...	...	...	...	...	...	...
Adjustments :-	1929-30	...	...	...	...	...	...	...	...	...	...	...
1. Net result of adjustment of credits on account of released materials and expenditure on non-wasting assets of company-managed railways under Repairs and Maintenance.	1929-30	...	...	...	...	...	...	...	...	...	...	...
2. Write-back of Renewal and Replacement Expenditure of the Company's Sections of the Bengal and North Western and Rohilkund and Kumaon Railways for the years 1924-25 to 1929-30	1929-30	...	...	...	...	...	...	...	...	...	...	...
	1930-31	...	...	...	...	...	...	...	...	...	...	...
Interest on Depreciation and Reserve Fund balances	1928-29	...	...	...	...	...	...	...	...	...	...	59,20
	1929-30	...	...	...	...	...	...	...	...	...	...	...
	1930-31	...	...	...	...	...	...	...	...	...	...	...
Net Miscellaneous Receipts and Charges not attributable to any one Railway.	1928-29	...	...	...	...	...	...	...	...	...	...	...
	1929-30	...	...	...	...	...	...	...	...	...	...	...
	1930-31	...	...	...	...	...	...	...	...	...	...	...
Total (Central)	1928-29	7,39,11,64	32,42,57	7,06,69,07	1,05,39,94	66,82,45	38,57,49	5-2	1,59,14	29,32,96	7,94,94	...
	1929-30	7,89,98,10	33,19,58	7,86,78,52	1,03,97,95	63,17,98	36,80,92	4-6	1,51,98	30,46,08	4,68,64	...
	1930-31	7,83,17,75	33,19,58	7,49,98,17	96,41,87	67,45,47	28,96,40	3-7	1,16,30	32,71,55	...	5,18,78

For (d), S, H, T, F, I and * please see foot notes on page 18.

(Figures in thousands of rupees.)

Railways.	Year.	(d) Capital at charge.	Deduct amount of capital con- tributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Deprecia- tion.	Net Receipts.	Per- centage of Net Receipts on Cap- ital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS.			Gain.	Loss.	
									Payment on account of share Profits.	Interest Annuity and Sinking Fund charges.				
1	2	3	4	5	6	7	8	9	10	11	12	13		
State Lines managed by Companies—conold.														
Provincial Railways	1928-29	14,61	...	14,61	1,03	5	98	...	...	55	...	...		
	1929-30	14,61	...	14,61	(a)2,88	...	2,88	...	...	56	...	...		
	1930-31	14,61	...	14,61	(a)2,21	...	2,21	...	...	57	1,64	...		
Grand Total (Central and Provincial)	1928-29	7,39,26,25	32,42,57	7,06,83,68	1,05,40,97	66,82,50	28,58,47	5.2	1,39,14	29,33,51	7,81,37	...		
	1929-30	7,70,12,71	33,19,58	7,36,98,13	1,04,00,83	68,17,93	35,82,90	4.6	1,51,98	30,46,62	4,05,96	...		
	1930-31	7,83,32,36	33,19,58	7,50,12,78	96,44,08	67,45,47	28,98,61	3.7	1,16,30	32,72,12	...	5,17,14		
North Western (Commercial)	1928-29	1,03,43,31	...	1,03,43,31	14,31,69	10,10,18	4,21,51	4.0	...	4,12,77	8,74	...		
	1929-30	1,13,07,99	...	1,13,07,99	14,39,21	10,63,78	3,76,43	3.3	...	4,39,35	...	63,92		
	1930-31	1,13,67,34	...	1,13,67,34	14,97,95	11,29,52	3,68,43	3.2	...	4,85,22	...	1,16,79		
Non-Commercial (Strategic) (North Western and Aden Rail-ways).	1928-29	33,10,29	...	33,10,29	(c)1,66,65	(c)1,98,60	(c)-31,95	-0.9	...	1,41,82	...	1,73,77		
	1929-30	33,38,72	...	33,38,72	(b)1,58,81	(b)2,08,82	(b)-50,01	-1.5	...	1,40,09	...	1,90,10		
	1930-31	34,17,60	...	34,17,60	1,47,50	(c)2,18,58	(c)-71,08	-2.1	...	1,46,91	...	2,17,99		

§ Represents payment of surplus profits of the Burma Railways for the year 1928-29 which could not be paid in that year as final settlement was not arrived at between the Govern-ment of India and the Burma Railways.

|| Includes capital expenditure on Tinnervelly Quillon (Indian State Section).

¶ Includes Rs. 5.27 representing the outlay on the Suramangalam-Salem Railway and Rs. 69.30 on Tanjore District Board Railway brought on without financial adjustment.

(c) Includes Aden Railway :-

Column 6 excludes 98 for Aden Railway (strategic portion).

" " " " " "

Net receipt for Aden strategic is "Nil."

(b) Includes Aden Railway :-

Column 6 " " " " " "

" " " " " "

" " " " " "

(e) Includes Aden Railway :-

Column 7 " " " " " "

" " " " " "

" " " " " "

" " " " " "

† Includes Capital provided by the Palanpur Durbar.

‡ Includes payments to Durbars—

	1928-29.	1929-30.	1930-31.
Jaipur Durbar	7,65	7,79	6,99
Limbedi	6	7	12
Palanpur	21	21	17
Mysore	25,07	22,85	18,18
Travancore	19	43	1,00

* Includes recoveries from Travancore Durbar

(a) Represent figures on account of subsidized Companies, etc.

(d) Figures of Capital at charge include sterling liabilities involved in the purchase of Rail-ways converted at 1s. 6d. to the rupee.

25. Analysis of earnings.—The total earnings of all Indian railways, including those with which the Government of India is not directly concerned, amounted to Rs. 106·57 crores, of which Rs. 64·41 crores or 60·4 per cent. were from goods traffic, Rs. 34·29 crores or 32·3 per cent. from passenger traffic and Rs. 7·87 crores or 7·3 per cent. from parcels, luggage and miscellaneous items.

26. Passenger earnings.—Passenger earnings showed a decrease of 11·1 per cent. from Rs. 38·58 to Rs. 34·29 crores. The following table shows the numbers of and earnings from passengers separately for each class for the 4 years previous to the war and for the 5 latest years. Graphs are also inserted showing the numbers of passengers carried and of passenger miles by classes from the beginning of 1923-24 :—

Year.	NUMBER OF PASSENGERS CARRIED (IN THOUSANDS).					EARNINGS FROM PASSENGERS (IN THOUSANDS OF RUPEES).				
	1st Class.	2nd Class.	Inter. Class.	3rd Class.	Season and Vendor's tickets.	1st Class.	2nd Class.	Inter. Class.	3rd Class.	Season and Vendor's tickets.
1910	685	2,784	10,702	315,889	24,341	58,82	77,23	94,99	14,65,16	15,85
1911	703	2,947	11,409	331,055	25,687	66,38	83,83	1,08,88	15,73,15	16,85
1912	700	3,030	10,508	356,789	26,810	62,90	83,81	91,37	17,01,35	17,55
1913-14	715	3,253	12,000	390,412	30,114	68,94	88,70	1,03,48	18,37,03	19,36
1926-27	1,012	10,006	14,945	578,409	†	1,17,78	1,88,31	1,61,79	33,44,63	†
1927-28	980	9,963	17,351	594,821	†	1,13,71	1,95,67	1,69,33	34,39,39	†
1928-29	912	9,585	17,870	591,679	†	1,12,25	1,91,89	1,66,43	33,53,56	†
1929-30	804	9,125	17,900	606,468	†	1,04,45	1,83,56	1,58,96	34,11,36	†
1930-31	670	8,089	16,189	550,879	†	94,06	1,70,20	1,41,34	30,24,15	†

† The number of season and vendor's tickets and their earnings included under the respective classes; the former at the rate of 50 single journeys per month.

NOTE.—In pre-war reports the sum of the numbers of passengers carried on each separate railway was shown as the total number of passengers carried on all railways. Passengers travelling over two or more railways were thus counted as two or more passengers. The actual number of passengers carried on all railways is in fact the same as the number of passengers originating and this figure has been adopted for 'number of passengers carried' in the reports from 1923-24 onwards. As the number of passengers originating is not available prior to 1923-24 the figures of pre-war years have been modified.

27. During 1930-31, 59 million less passengers were carried on class I Railways than in 1929-30 and passenger earnings decreased by Rs. 4 crores. The following statement shows how these decreases were distributed over the various railway administrations :—

Name of Railway.	Variations in the No. of passengers carried as compared with 1929-30.	Variations in Earnings as compared with 1929-30.
Assam Bengal	- 1,883,100	- 9,77,000
Bengal and North Western	- 3,284,500	- 28,75,000
Bengal Nagpur	- 3,061,500	- 29,97,000
Bombay, Baroda and Central India	- 4,942,300	- 31,50,000
Burma	- 4,261,600	- 22,60,000
Eastern Bengal	- 8,784,000	- 50,29,000
East Indian	- 5,440,600	- 62,93,000
Great Indian Peninsula	- 8,414,600	- 66,10,000
Jodhpur	- 25,300	- 95,000
Madras and Southern Mahratta	- 5,956,200	- 36,53,000
His Exalted Highness the Nizam's State	- 375,800	- 3,97,000
North Western	- 11,788,800	- 52,98,000
Rohilkund and Kumaon	+ 587,600	+ 50,000
South Indian	- 1,270,400	- 17,41,000
TOTAL	- 58,901,100	- 4,13,25,000

28. Passengers travelling without tickets.—In last year's report mention was made of the Railway Board's decision to appoint a small committee to enquire into the crew system on the East Indian Railway and report whether the expenditure on it was justified by the results. The committee commenced their enquiry in May, 1930, and its recommendations were under consideration at the close of the year.

Special steps which are being taken with a view to prevent illicit travelling are indicated by the measures which have been adopted during the year on the following railways:—

Assam Bengal Railway.—The number of travelling ticket examiners was raised from 42 to 46 at a total cost of Rs. 76,123, compared with Rs. 69,825 in the previous year. Persons detected travelling without tickets, or irregularly, fell from 70,522 to 62,148, and the fares collected by ticket examiners, including freight on unbooked luggage, from Rs. 74,245 to Rs. 72,499.

Great Indian Peninsula Railway.—The crew system of checking passengers' tickets continued to be used on certain sections, the system aiming at the prevention, rather than the detection of illicit travel.

Madras and Southern Mahratta Railway.—The practice adopted on this railway is to utilise travelling ticket examiners to check trains on particular sections. During the year the situation in and around Madras called for special attention and temporary staff was appointed. Statistics record an increase of 147,601 in the number of passengers and of Rs. 72,528 in the earnings in the Madras area during the eleven months ending March, 1931, as compared with the corresponding period of the previous year. The situation was found to have improved considerably in the Madras area since the institution of the special check. Numerous cases of misuse of season tickets and free passes were detected and the offenders prosecuted and convictions secured.

North Western Railway.—The following figures indicate how the matter of illicit travelling continues to be dealt with on this railway:—

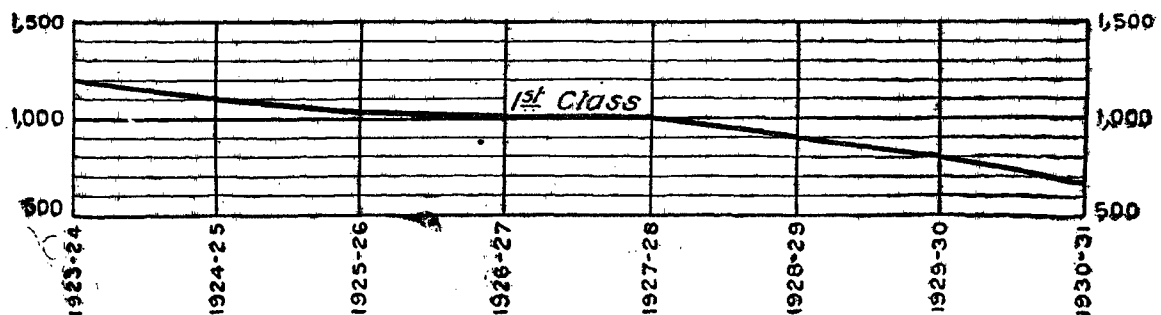
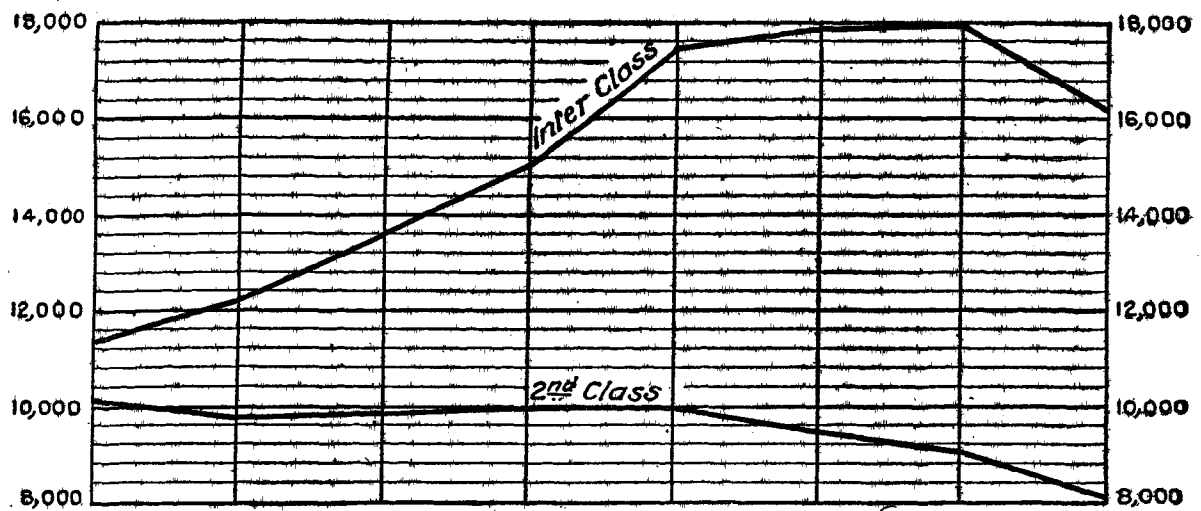
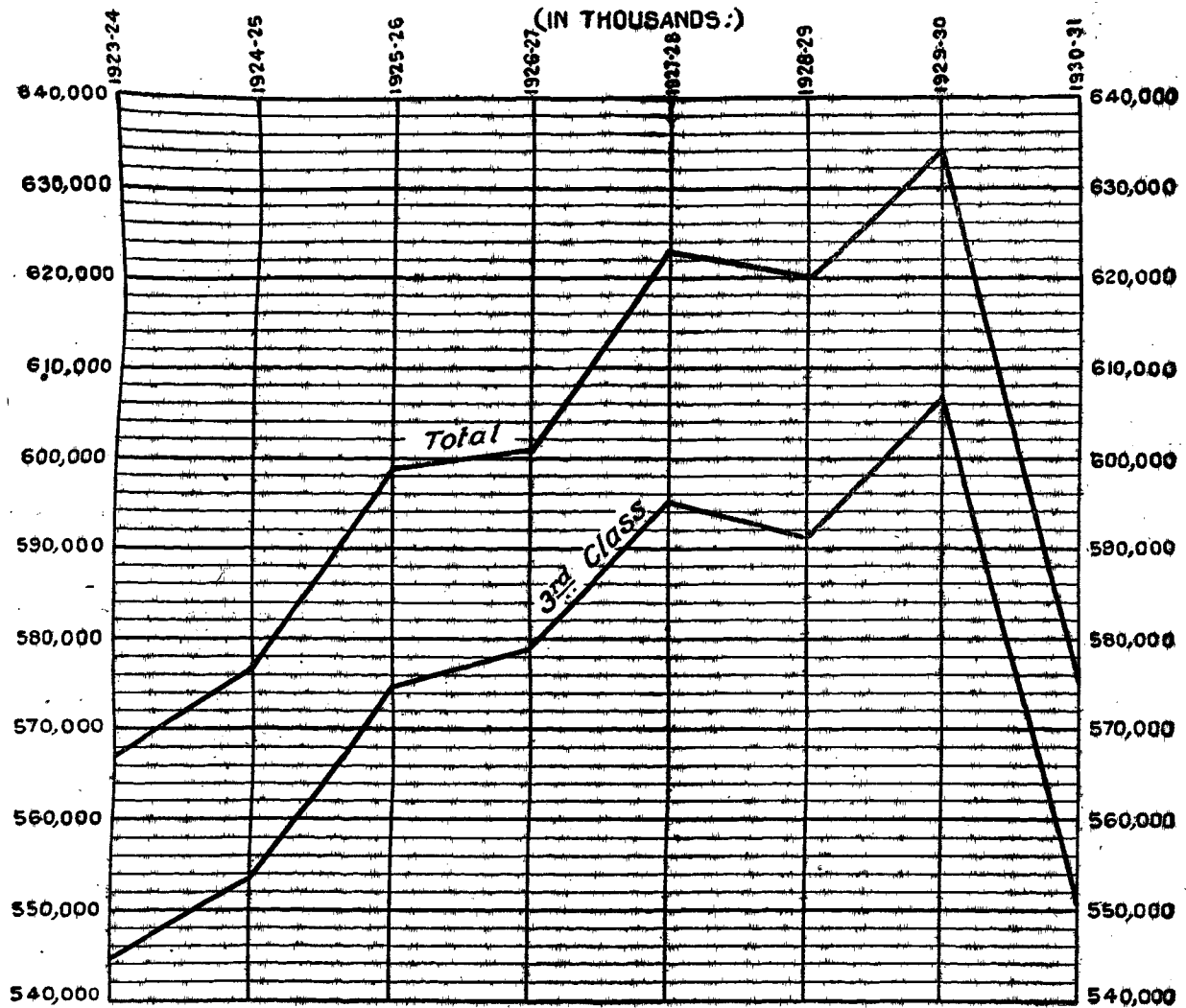
	1929-30.	1930-31.
1. Number of staff employed (average per month)	215	210
2. Cost of staff shown in (1) above	Rs. 4,18,235	Rs. 4,21,095
3. Number of passengers detected travelling irregularly	535,375	622,032
4. Number of persons prosecuted under sections 112 and 113 of the Railways Act	14,469½	13,877
5. Number convicted	3,732	5,531
6. Total amount realized from passengers travelling irregularly	Rs. 5,33,705	Rs. 5,74,985

South Indian Railway.—No material change was made during the year in the system of ticket checking previously in vogue. Special batches of five or six men were, however, posted on each section to supplement the work of one man allotted for each train throughout its run. The number of cases detected of passengers travelling without tickets increased, indicating that special measures for the prevention of fraudulent travelling are still required, and this is receiving the attention of the Administration.

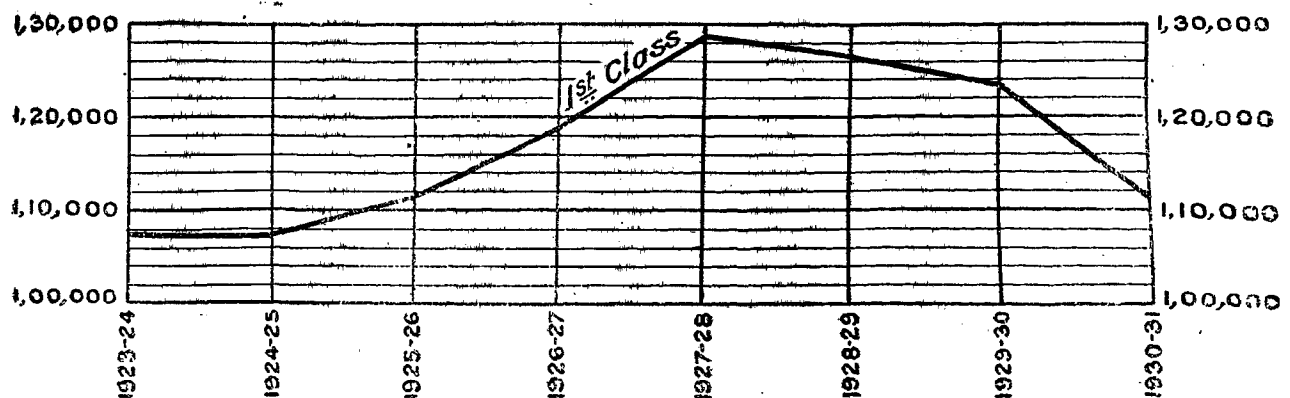
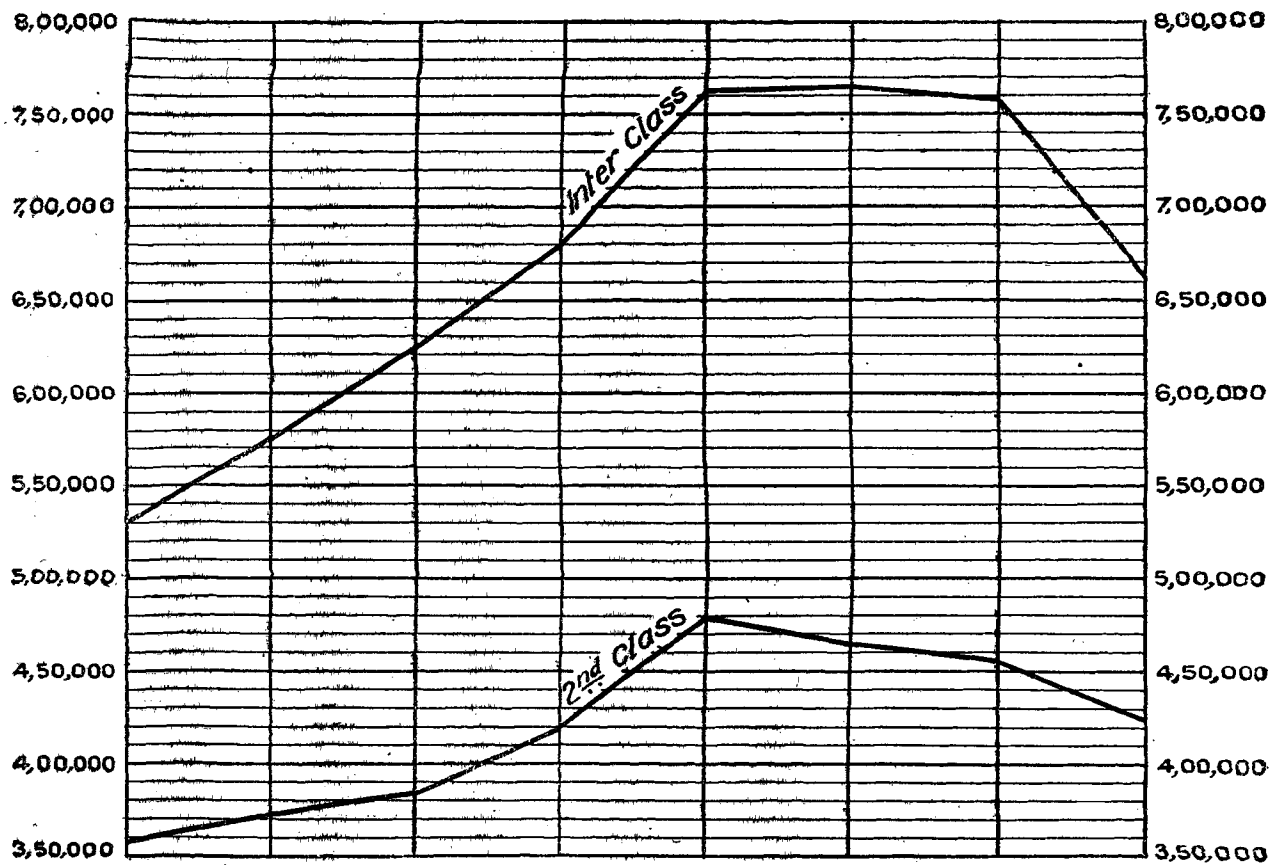
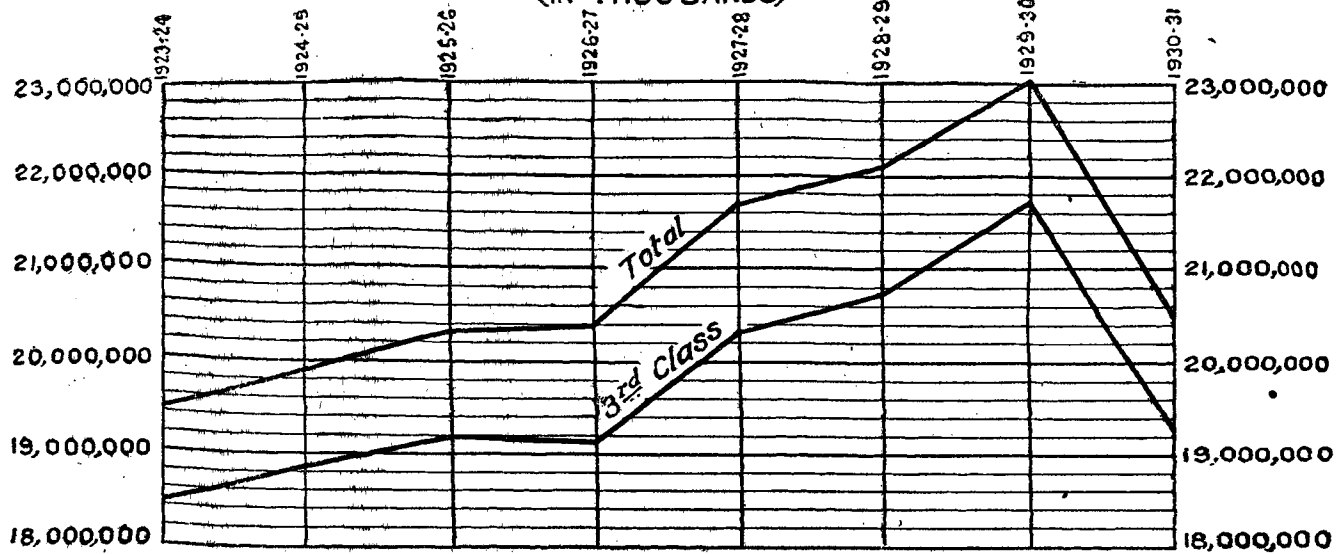
29. Goods earnings.—Earnings from goods traffic on all railways decreased by Rs. 4.40 crores chiefly under fuel (coal) for the public and railways, cotton raw and manufactured, metallic ores, rice and iron and steel wrought.

NUMBER OF PASSENGERS CARRIED ON INDIAN RAILWAYS

(IN THOUSANDS.)



PASSENGER MILES INDIAN RAILWAYS (IN THOUSANDS)



The tonnage of, and earnings from, the principal commodities on class I railways during the last two years are shown in the statement below. The only commodities which showed an appreciable increase in earnings are wheat and petrol.

Commodity.	1929-30.		1930-31.		Decrease — Increase + in Earnings (lakhs).
	No. of tons originat- ing (in millions).	Rs. (in crores).	No. of tons originat- ing (in millions).	Rs. (in crores).	
<i>Decreases.</i>					
Fuel for public and Foreign Railways.	21.46	10.22	20.03	9.56	—66
Cotton raw and manufactured.	1.83	6.91	1.68	6.31	—60
Metallic ores	3.41	1.47	2.56	0.93	—54
Rice	4.55	4.17	4.17	3.67	—50
Iron and steel wrought . . .	1.31	2.46	1.12	2.07	—39
Materials and stores on Revenue account.	15.94	3.12	14.29	2.88	—24
Kerosene	0.92	1.69	0.85	1.50	—19
Railway materials	6.88	0.94	6.35	0.77	—17
Gram and Pulse and other grains.	2.75	3.53	2.65	3.42	—11
Salt	1.47	1.96	1.42	1.85	—11
Fodder	0.96	0.61	0.81	0.50	—11
Jute, Raw	1.04	1.47	0.99	1.36	—11
Tobacco	0.33	0.82	0.29	0.71	—11
Wood, unwrought.	1.35	0.85	1.20	0.75	—10
Live stock	0.20	0.63	0.18	0.53	—10
Marble and stone	3.45	0.98	3.29	0.89	—9
Military traffic	0.34	0.38	0.31	0.32	—6
Fruits and vegetables	1.28	1.08	1.27	1.03	—6
Manures	0.18	0.14	0.14	0.10	—4
Provisions	1.17	2.89	1.15	2.86	—3
Other commodities	9.44	10.64	8.39	9.75	—89
Sugar	0.82	2.03	0.77	2.03	...
<i>Increases.</i>					
Wheat	1.63	2.03	1.96	2.69	+66
Petrol	0.26	0.77	0.28	0.93	+16
Oil-seeds	2.79	3.95	2.76	4.01	+6
Gur, Jagree, Molasses	0.70	0.94	0.75	0.98	+4
TOTAL	85.96	66.68	79.66	62.40	—428

30. Alterations in rates and fares.—No considerable alterations in rates and fares were made during the year, but mention may be made of the following :—

Reduction in rate for wheat to Karachi.—At the commencement of the cold weather of 1930 the existence in India of a large surplus of wheat, estimated at not less than a million tons, which even at the low prices then prevailing was unable to find a market either within or outside India, led the North Western and East Indian Railways to bring into force from the 18th November 1930 to the 28th February 1931 certain substantial reductions in the rates for wheat to Karachi. Expectations as to a large movement of wheat to Karachi for export were not, however, realised as Indian wheat for export could not find a market abroad.

Minor enhancements of rates and fares.—Consequent on the serious drop in revenue which became apparent towards the end of 1930, certain adjustments in rates and fares on the principal railways were made which, while tending to result in increased revenue, would not, it was anticipated, affect the free movement of traffic.

31. Stores Balances.—The table below compares the figures of stores balances since 1921-22 :—

(In thousands.)

Railways.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	24,81	31,48	18,38	12,30	9,49	12,59	13,01	14,91	18,04	22,05
Bengal Nagpur	1,40,26	1,61,88	1,48,09	1,49,44	1,27,64	1,17,17	1,07,87	1,32,69	1,36,28	1,21,17
Bombay, Baroda and Central India.	2,76,83	2,72,43	2,33,25	1,77,39	1,62,48	1,46,28	1,67,17	1,62,35	1,60,82	1,64,54
Burma	66,62	84,85	98,71	84,62	75,00	44,82	59,41	61,25	55,25	52,55
East Indian (including Oudh and Rohilkhand).	3,92,50	4,39,19	4,19,66	3,14,19	2,81,46	2,48,17	2,98,92	3,14,89	3,03,84	2,48,39
Eastern Bengal	2,51,63	1,76,20	1,57,85	1,21,99	1,12,27	84,07	84,39	79,53	77,21	76,33
Great Indian Peninsula.	4,66,49	3,88,35	3,97,77	2,89,49	2,38,67	2,23,13	2,53,49	2,41,88	2,62,01	2,51,73
Madras and Southern Mahratta.	1,50,52	1,66,09	1,50,91	1,02,86	84,31	76,75	93,91	83,29	82,60	79,29
North Western*	3,94,12	3,92,69	3,79,78	2,73,36	2,44,34	2,86,41	3,91,59	3,69,62	3,47,89	2,59,81
South Indian	1,14,45	1,38,66	99,02	77,04	1,13,30	1,06,60	1,23,76	1,14,51	1,05,72	93,76
Other Railways*	31,08	41,01	42,63	42,59	36,87	39,33	46,55	43,75	52,69	57,14
Strategic lines*	57,76	57,68	72,10	63,36	82,62	83,53	92,34	90,17	92,45	93,76
TOTAL	23,67,07	23,50,51	22,09,15	17,08,65	15,68,45	14,68,85	17,32,41	17,08,84	16,94,80	15,20,52

* Figures revised consequent on showing strategic lines separately.

32. Compensation claims for goods.—The table below shows for each class I railway the amounts paid on account of compensation for goods lost or damaged during the last seven years. It will be seen that the figure for 1930-31 is substantially lower as compared with other years. In previous reports attention has been drawn to the marked improvement under this head since the year 1922-23 when the amount of claims paid exceeded Rs. 120 lakhs.

*Claims for goods lost or damaged paid by Class I Railways (excluding Jodhpur Railway) during 1924-25 to 1930-31.**

Railways.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	PERCENTAGE TO GOODS EARNINGS.	
								1929-30.	1930-31.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal .	17,587	21,841	20,979	18,006	20,973	19,096	15,976	0·17	0·14
Bengal and North-West- ern.	80,680	92,932	85,369	59,875	45,387	56,814	26,865	0·32	0·16
Bengal Nagpur	2,01,889	60,093	54,988	65,248	1,02,726	77,437	60,128	0·12	0·11
Bombay, Baroda and Central India.	6,03,064	4,40,465	2,60,213	1,57,447	1,21,175	1,07,749	96,011	0·15	0·14
Burma . .	33,662	30,982	41,205	42,791	34,696	18,828	22,129	0·06	0·08
Eastern Bengal	1,68,020	1,86,736	1,83,822	1,71,266	1,53,876	1,08,306	83,409	0·30	0·25
East Indian .	30,61,451	11,73,008	3,82,219	2,36,368	2,27,600	1,75,501	1,10,596	0·14	0·09
Great Indian Peninsula.	6,63,609	3,41,130	1,92,400	1,18,333	1,45,133	1,11,392	1,15,384	0·12	0·13
Madras and Southern Mahratta.	85,548	91,018	84,859	80,517	95,330	1,28,478	70,612	0·23	0·15
His Exalted Highness the Nizam's State.	17,022	18,219	11,211	11,270	11,443	23,075	16,206	0·16	0·11
North Western	6,84,162	3,89,771	1,55,097	—36,383	99,446	78,321	1,26,939	0·08	0·13
Rohilkund and Kumaon.	21,860	17,088	4,318	7,347	7,204	5,775	2,611	0·17	0·07
South Indian .	32,045	48,536	45,169	17,691	28,350	12,992	18,826	0·04	0·07
TOTAL .	56,70,499	29,31,819	15,21,939	9,49,776	10,93,139	9,23,864	7,65,672	0·14	0·12

*These figures exclude the amount of credits afforded to home line departments for the loss of their goods.

CHAPTER III.

NEW CONSTRUCTION AND ENGINEERING WORKS.

33. Capital Expenditure.—At the end of March, 1931, the total capital at charge on all railways, including those under construction, amounted to Rs. 869·81 crores, of which Rs. 783·33 crores was capital at charge on State-owned Railways inclusive of premia paid in the purchase of Companies' lines. The remainder, Rs. 86·48 crores, represented capital raised by Indian States, Companies and District Boards.

The capital at charge of State-owned Railways is composed as follows :—

	£
Liability and debt incurred in purchase of Railways	150,106,630
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	- 29,275,034
Net amount outstanding	120,831,596*
	Rs. (omitting 000)
Direct expenditure by Government	6,22,07,47
The above figure converted at Rs. 13½ = £1	1,61,10,28
Total	7,83,17,75
Add Provincial Railways expenditure	14,61
Grand Total	7,83,32,36

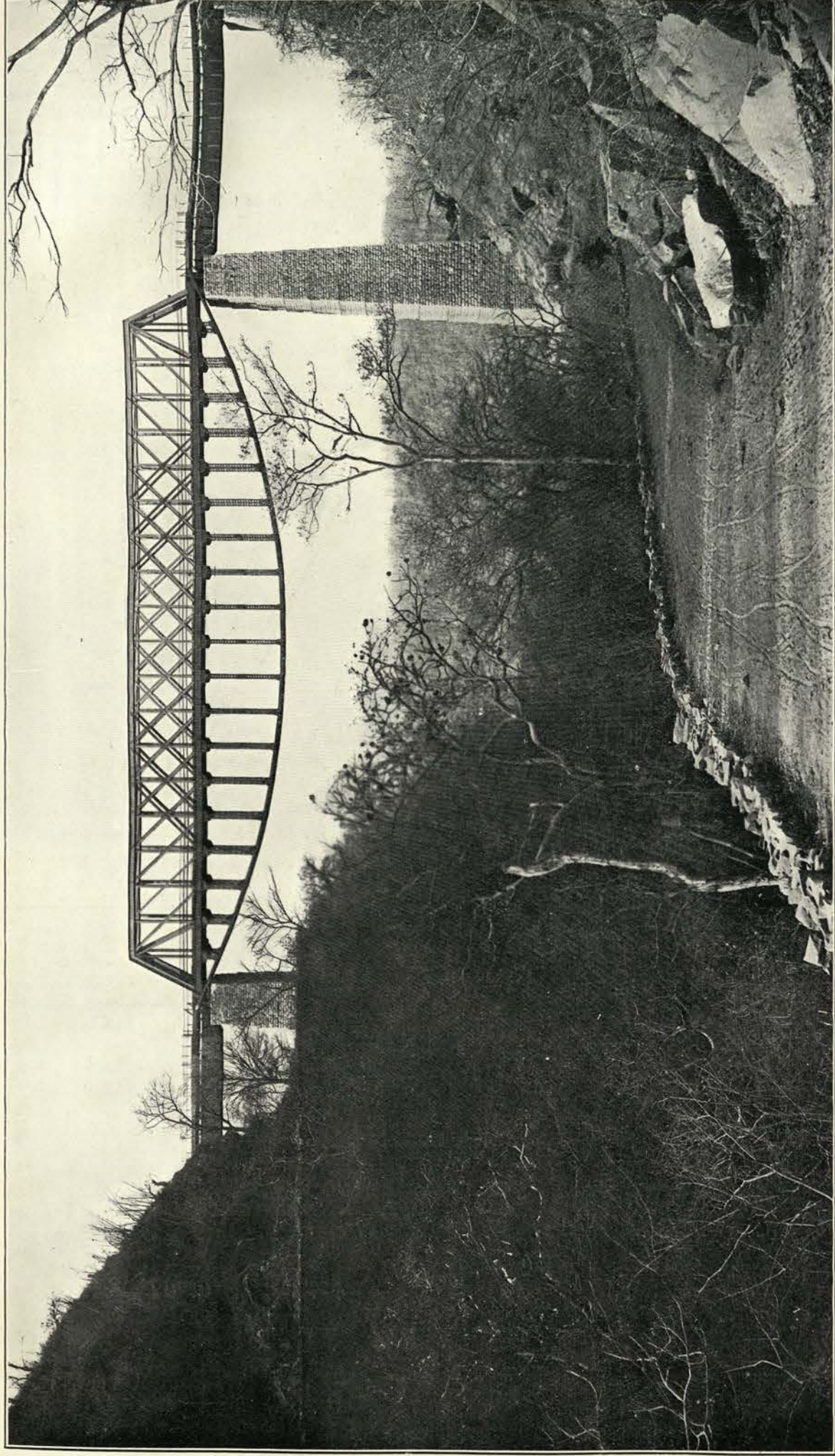
By far the greater portion of this amount, namely, Rs. 7,49,98,17,000, is Government Capital and only 1/23rd or Rs. 33,19,58,000 is owned by Companies. These figures include Rs. 34·18 crores on account of capital expenditure to the end of March, 1931, on strategic lines.

34. The total capital outlay on all railways during 1930-31 was Rs. 14·65 crores, excluding certain adjustments as a result of the purchase of the Nizam's Guaranteed State Railways by His Exalted Highness the Nizam's Government, of which Rs. 13·21 crores were spent on State-owned Railways. The following statement shows how this outlay of Rs. 13·21 crores was distributed between open line works, rolling stock and new lines, similar figures being given for the previous four years and for 1913-14.

Year.	OPEN LINES.			New lines.	GRAND TOTAL.
	Works including Stores and general charges.	Rolling-stock.	TOTAL.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
1913-14	9·30	7·31	16·61	1·86	18·47
1926-27	16·74	4·13	20·87	6·27	27·14
1927-28	17·21	5·37	22·58	9·86	32·44
1928-29	12·47	3·98	16·45	8·96	25·41
1929-30	18·12	5·55	23·67	6·51	30·18
1930-31	5·29	3·81	9·10	4·11	13·21

* £118,256,596 converted at the rate of £1=Rs. 13-1/3rd and £2,575,000 representing the Great Indian Peninsula Railway Company's share capital paid off during 1925-26 converted at the average rate of exchange.

MADRAS & SOUTHERN MAHRATTA RAILWAY.



Dhorabhavi Bridge, Guntakal-Bezwada Section—250' span strengthened by underhung bowstring.

CHAPTER III.

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The capital at charge of State-owned Railways is composed as follows :—

	£
Liability and debt incurred in purchase of Railways	150,106,630
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	- 29,275,034
Net amount outstanding	120,831,596*
	Rs. (omitting 000)
Direct expenditure by Government	6,22,07,47
The above figure converted at Rs. 13½ = £1	1,61,10,28
Total	7,83,17,75
Add Provincial Railways expenditure	14,61
Grand Total	7,83,32,36

By far the greater portion of this amount, namely, Rs. 7,49,98,17,000, is Government Capital and only 1/23rd or Rs. 33,19,58,000 is owned by Companies. These figures include Rs. 34·18 crores on account of capital expenditure to the end of March, 1931, on strategic lines.

34. The total capital outlay on all railways during 1930-31 was Rs. 14·65 crores, excluding certain adjustments as a result of the purchase of the Nizam's Guaranteed State Railways by His Exalted Highness the Nizam's Government, of which Rs. 13·21 crores were spent on State-owned Railways. The following statement shows how this outlay of Rs. 13·21 crores was distributed between open line works, rolling stock and new lines, similar figures being given for the previous four years and for 1913-14.

Year.	OPEN LINES.			New lines.	GRAND TOTAL.
	Works including Stores and general charges.	Rolling-stock.	TOTAL.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
1913-14	9·30	7·31	16·61	1·86	18·47
1926-27	16·74	4·13	20·87	6·27	27·14
1927-28	17·21	5·37	22·58	9·86	32·44
1928-29	12·47	3·98	16·45	8·96	25·41
1929-30	18·12	5·55	23·67	6·51	30·18
1930-31	5·29	3·81	9·10	4·11	13·21

* £118,256,596 converted at the rate of £1=Rs. 13-1/3rd and £2,575,000 representing the Great Indian Peninsula Railway Company's share capital paid off during 1925-26 converted at the average rate of exchange.

35. The distribution of the capital outlay in 1930-31 over the different State-owned lines is shown in the summary below :—

Railways.	OPEN LINES.			New lines.	GRAND TOTAL.
	Works, etc.	Rolling-stock.	TOTAL.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Bengal Nagpur	0.14	0.81	0.45	1.14	1.59
Bombay, Baroda and Central India	1.06	0.31	1.37	—0.17	1.20
Eastern Bengal	0.36	0.36	0.72	0.26	0.98
East Indian	0.74	0.40	1.14	1.12	2.26
Great Indian Peninsula	0.90	0.64	1.54	0.14	1.68
Madras and Southern Mahratta	0.49	0.32	0.81	0.01	0.82
North Western	0.19	0.54	0.73	0.65	1.38
South Indian	0.75	0.48	1.23	0.50	1.73
Other Railways	0.66	0.45	1.11	0.46	1.57
TOTAL	5.29	3.81	9.10	4.11	13.21

36. Lines opened during 1930-31.—573.09 miles of railways were opened to public traffic during the year and consisted of :—

306.13 miles on the 5'-6" gauge.

266.96 miles on the 3'-3 $\frac{3}{8}$ " gauge.

37. Details regarding the sections opened are given below :—

Name of line.	Gauge.	Mileage.	Owner.	Working agency.	Date of opening.
Jemadipeta to Rayaghada	5' 6"	9.47	State	Bengal Nagpur Railway.	12th April, 1930.
Harishankar Road to Titilagarh	5' 6"	34.81		Do.	30th September, 1930.
Manendragarh to Chirmiri	5' 6"	13.82		Do.	23rd January, 1931.
Rayaghada to Tharuvalli	5' 6"	11.79		Do.	31st March, 1931.
Vasad to Katana	5' 6"	26.61		Bombay, Baroda and Central India Railway.	1st September, 1930.
Unao to Madhoganj	5' 6"	47.98		East Indian Railway.	21st December, 1930.
Utratia-Hydergarh	5' 6"	27.75		Do.	31st March, 1931.
Korukkupettai-Veyasarpady	5' 6"	1.12		Madras and Southern Mahratta Railway.	16th February, 1931.
Mahrabpur to Padidan	5' 6"	44.63	Indian State Line	North Western Railway.	20th May, 1930.
Fort Abbas to Baghdad	5' 6"	88.20		Do.	4th February, 1931.
Dhing Bazar to Mairabari	3' 3 $\frac{3}{8}$ "	3.33	State	Assam Bengal Railway	20th April, 1930.
Mashrak Thawe Extension	3' 3 $\frac{3}{8}$ "	39.32	State	Bengal and North-Western Railway.	12th January, 1931.
Nyaungdo to Kyaukpadaung	3' 3 $\frac{3}{8}$ "	10.97	State	Burma Railways	17th July, 1930.
Ledarmer to Raniwara	3' 3 $\frac{3}{8}$ "	25.87	Jodhpur State	Jodhpur Railway	1st May, 1930.
Pudukottai-Manamadurai	3' 3 $\frac{3}{8}$ "	60.26	State	South Indian Railway.	1st March, 1931.
Salem-Chinnasalem Section	3' 3 $\frac{3}{8}$ "	54.80	State	Do.	1st July, 1930.
Tahsil Bhadra-Ludhi Junction	3' 3 $\frac{3}{8}$ "	36.58	Bikaner State	Bikaner State Railway.	3rd February, 1931.
Shimoga Town-Ragihosahalli	3' 3 $\frac{3}{8}$ "	17.62	Mysore State	Mysore State Railway.	13th November, 1930.
Mavli to Kankroli	3' 3 $\frac{3}{8}$ "	18.21	Indian State Line.	Udaipur Chitorgarh Railway.	12th April, 1930.
					1st November, 1930.

38. Lines sanctioned in 1930-31.—During the year under review sanction was accorded to the construction of new lines totalling 168·00 miles.

5' 6"	Miles.
113·12	
3' 3 $\frac{3}{8}$ "	Miles.
54·88	

39. Lines under construction on 31st March, 1931.—At the end of the financial year 1930-31 a total of 809·85 miles of new lines was under active construction distributed as follows :—

5' 6"	Miles.
488·06	
3' 3 $\frac{3}{8}$ "	Miles.
201·43	
2' 6" and 2' 0"	Miles.
120·36	

40. The lines under construction are given in the table below which also shows the construction agencies and the progress reached :—

Name of line.	Gauge.	Mileage actually under construction.	Working agency.	Progress of work. Proportion completed.
*Birmistrapur-Guttitanagar	5' 6"	8·29	Bengal Nagpur Railway.	0·39 Work suspended until 1932.
Raipur-Vizianagram	5' 6"	74·01		0·97 on District No. 1.
*Contai Road-Contai	5' 6"	33·95		0·90 " 2.
Kalukhali-Bhatiapara	5' 6"	53·05		0·72 " 3.
*Dacca-Aricha	5' 6"	64·00	Do.	1·00 " 4.
Calcutta Chord	5' 6"	11·77	Eastern Bengal Railway.	0·00
Lucknow-Zafarabad	5' 6"	108·71		0·45
*Kartal to-Kamasin	5' 6"	58·66	East Indian Railway.	0·01
*Khamgaon-Chikli	5' 6"	38·50		0·90
*Belapur-Sheogaon	5' 6"	45·50	Great Indian Peninsula Railway.	0·80
*Amraoti-Narkhed	5' 6"	79·00		0·10
*Bhadrachalam Road to Ramaram	5' 6"	1·99	His Exalted Highness the Nizam's State Railway.	0·01
Mohamadabad Bidar to Purli	5' 6"	111·04		0·35
*Qadian-Beas	5' 6"	29·58	North Western Railway.	0·04
*Lyallpur-Chananwala	5' 6"	109·84		0·33 on Risalewala-Tandlianwala Section.
Tharushah-Sakrand	5' 6"	65·73		0·07 on Tandlianwala-Chauanwala Section.
Nawabshah-Tando Adam	5' 6"	54·31		0·01
Chiniot-Chhinikhi	5' 6"	3·44	Assam-Bengal Railway.	0·39
Shahpur City-Khusab	5' 6"	6·00		0·87
Sholashahar (Chittagong)-Dohazari	3' 3 $\frac{3}{8}$ "	25·00	Bombay, Baroda and Central India.	0·75
*Halvad-Malia	3' 3 $\frac{3}{8}$ "	26·00		0·98
*Khalipur-Khakhal	3' 3 $\frac{3}{8}$ "	17·22		0·82
*Wagrod-Khareda	3' 3 $\frac{3}{8}$ "	12·44		0·00 Construction not started; held in abeyance.
*Vijapur-Ransipur	3' 3 $\frac{3}{8}$ "	14·01	Burma Railways .	0·00 Do.
*Taungdwingyi-Patango	3' 3 $\frac{3}{8}$ "	41·00		0·00 Do.
*Trans-Irrawaddy Section of Minbu and Pakokkn District Railways. (Malun to end.)	3' 3 $\frac{3}{8}$ "	270·87		0·40
Irrawaddy Bridge at Sagaing	3' 3 $\frac{3}{8}$ "	4·86		0·01
Tangla-Belsiri	3' 3 $\frac{3}{8}$ "	52·50	Eastern Bengal Railway.	0·41

* On these lines either construction has not been started or work has been held in abeyance.

Name of line.	Gauge.	Mileage actually under construction.	Working agency.	Progress of work. Proportion completed.
*Phalodi-Pokaran	3' 3½"	33·00	Jodhpur Railway	0·00
*Bilara-Jaitarn	3' 3½"	16·00		0·00
Pollachi-Palghat	3' 3½"	33·45	South Indian Railway.	0·72
Chinnasalem-Vriddhachalam	3' 3½"	27·73		0·75
*Chakia-Thambanur	3' 3½"	3·43		0·60
†Bengal Doonars Extension	3' 3½"	8·41	...	...
*Sidsar-Patan	3' 3½"	7·85	Gondal	0·00
*Khambaliya-Saliya	3' 3½"	8·96	Jamnagar-Dwarka	...
*Prachi Road-Una	3' 3½"	29·58	Junagad Durbar	0·37
*Talala-Dhari	3' 3½"	47·27		0·00
Raghashalli-Araslu	3' 3½"	7·66	Mysore	0·80
*Chamrajanagar-Hardanbali	3' 3½"	4·83		0·05 on Nanjangad Hardanbali Section.
Kankroli-Kambli	3' 3½"	46·80	Mewar Durbar	0·75
*Kambli-Sursinghji Ka Gudha	3' 3½"	10·00		0·00
Varanashi-Gunnupur	2' 6"	15·63	Parlakimedi State	0·97
Devgad Baria Limbdia	2' 6"	19·00	Baria Durbar	0·00
Dharwa-Pusad	2' 6"	42·80	Great Indian Peninsula Railway.	0·85
*Mahuva-Anaval	2' 6"	17·91	Baroda State	0·00
*Umerpada-Bardipada	2' 6"	9·98		...
*Navsari-Kamraj	2' 6"	26·25		...
*Barout-Murat	2' 6"	30·00	Shahdara Saharanpur Light Railway.	...
Warsamede-Bachau	2' 6"	19·86	Cutch State	1·00
*Dholpur-Rajkhera	2' 6"	22·34	Dholpur State	0·16
Ujjain to Agra	2' 0"	42·07	Gwalior State	0·67
*Tirupati-Tiruchanur	2' 0"	3·00	Tirupati-Tiruchanur Railway Company.	...

* On these lines either construction has not been started or work has been held in abeyance.

† Completed but not in use.

41. The following is a brief account of the more important lines the construction of which was sanctioned or which were under construction during the year :—

Kalukhali-Bhateapara Railway.—The construction of this line by the Eastern Bengal Railway was sanctioned in January, 1928. It is a broad gauge line about 48 miles long with a branch from Madukhali to Kamarkhali 7 miles long, making a total of 52 miles. Progress has been made and it is hoped that the line will be opened for traffic in December, 1931. It is possible that the line may be extended to Barisal at a later date.

Darwha-Pusad Railway.—The Darwha-Pusad Railway is a 2'-6" gauge branch line, about 43 miles in length, which will connect Darwha Motibagh, a station on the Central Provinces Railways, with Pusad, the headquarters of a taluka in the Yeotmal District. The construction of the line by the Great Indian Peninsula Railway which is intended to serve an area of some 2,500 square miles with 750 villages between Darwha and Pusad was sanctioned by the Railway Board in September, 1927, on the recommendation of the Central Provinces Government. Construction is in progress and the line is expected to be opened in October, 1931.

Shri Bhawani Danta State Railway—from Taranga Hill Station to Ambaji Mata.—The construction of this line, a length of 35 miles on the metre gauge, as an extension of the Gaekwar's Mehsana-Taranga Hill Railway was sanctioned in September, 1930, at an estimated cost of Rs. 28,79,583. The line lies for the most part in the Danta State, while a very short length, about a mile, passes through the Baroda and Palanpur States. It will open up the fertile portion of the Danta State and will carry a heavy pilgrim traffic to the shrines at Ambaji Mata. It is financed and being constructed solely by the Danta Durbar and after construction the Durbar will hand it over for working to the Bombay, Baroda and Central India Railway on terms which have been agreed upon. The Government of India have no financial interest in the Railway.

Bidar to Purli.—The construction of this branch, a length of 113.12 miles on the broad gauge, was sanctioned in December, 1930, at an estimated cost of Rs. 95,75,696. The line lies entirely in Hyderabad territory and the object of the line is primarily to serve the fertile area between Bidar and Purli *via* Chakur and carry traffic which at present is being carted over long distances to and from the Great Indian Peninsula Railway, the Barsi Light Railway and the Hyderabad Godavari Valley Railway. The line is financed and being constructed and worked by His Exalted Highness the Nizam's Government and the Government of India have no financial interest in it.

Pollachi-Palghat Railway.—33.44 miles. Sanction to the construction by the South Indian Railway of this branch on the metre gauge was mentioned in the report for 1928-29. The line is intended to serve a well cultivated area rich in rice, groundnuts and cotton and was expected to be ready for opening by the end of 1930. Considerable difficulties were, however, experienced during construction due to the unusually hard nature of the soil met with and to the presence of a malarial belt about 10 miles wide in which it is extremely difficult to retain labour. Progress on the line has, therefore, been slow and it is expected that at least another six months will elapse before it is ready for opening.

Chiniot Khushab Railway.—The Chiniot Khushab Railway was mentioned in the Railway Board's report for 1929-30 as being under construction by the North Western Railway. The Shahpur-Khushab Section, a distance of 6 miles, is now practically ready for opening. This section includes a bridge over the river Jhelum consisting of 15 spans of 159 feet. The bridge has a 10 feet roadway cantilevered out on either side of the main girders for up and down traffic. The whole line has now been opened for public traffic excepting a small section of 3.43 miles which includes a bridge over the Chenab river. This section is expected to be opened in March, 1932.

Sind Left Bank Feeders.—This line on the North Western Railway was mentioned in the Railway Board's report for 1929-30. The first section, Mahrabpur-Padidan, has already been opened for public traffic. Construction is now in progress on the other two sections, *viz.*, Nawabshah-Tando Adam and Tharushah-Sakrand, about 120 miles in length. It is expected to open both sections in December, 1931.

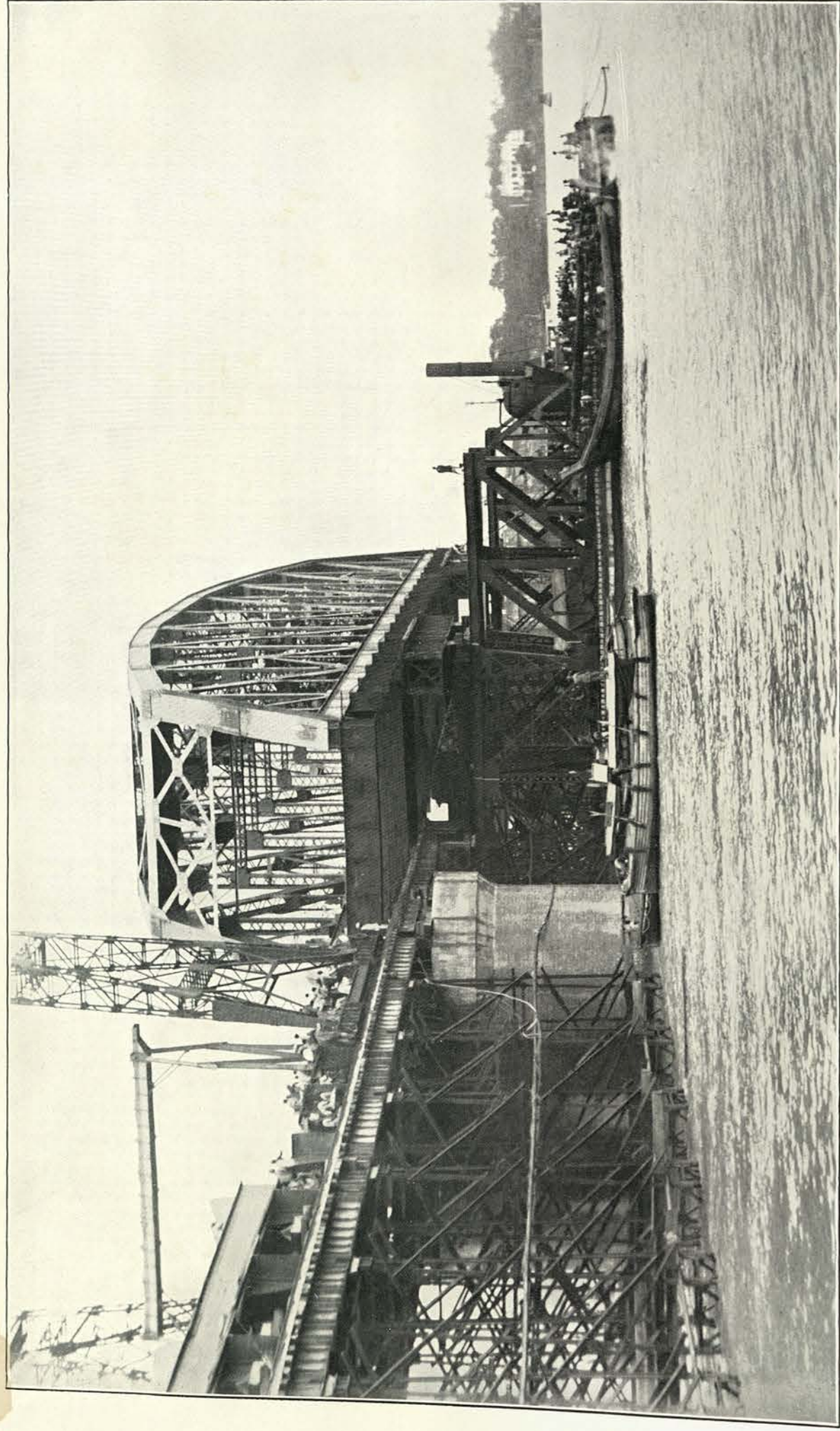
42. Important lines opened during 1930-31.—Of the lines opened during the year the following may be specially mentioned :—

Raipur-Vizianagram Railway.—The following sections of the Raipur-Vizianagram Railway (Bengal Nagpur Railway) which is intended to provide a shorter route between Central India and the East Coast, and Vizagapatam Harbour were opened for traffic during the year under review :—

- (i) Jemadipeta-Rayaghada (9.45 miles).
- (ii) Harishanker Road-Titlagarh (34.80 miles).
- (iii) Rayaghada-Theruvalli (11.79 miles).

The country traversed by (i) rises steadily through undulating waste land with patches of cultivation, while that traversed by (ii) and (iii) is hilly and lies within the Patna and Kalahandi States.

EAST INDIAN RAILWAY.



Bally Bridge—350' span being floated from erection bay.

Mashrak-Thawe Extension.—This extension 39·28 miles in length sanctioned in June, 1928, has been completed by the Bengal and North-Western Railway and was opened on the 12th January, 1931. It will develop a thickly populated and fertile agricultural area. It gives access to the Sub-divisional headquarters at Gopalganj, of the Saran District, Bihar.

Vasad-Katana Railway.—This branch line, 27 miles in length, has been constructed by the Bombay, Baroda and Central India Railway and was opened on the 1st September, 1930. It is being worked by the agency of the Bombay, Baroda and Central India Railway. The line is intended to afford railway communication in the area lying between the Mahi river and the Anand Cambay Railway. It is also required for administrative reasons. The southern part of the Borsad Taluka bordering on the river Mahi is a criminal district and it is difficult for Government officers to reach that part of the country for investigation; the railway line will make the detection of crime easier.

Unao-Madhoganj Railway.—This section, which forms a part of the East Indian Railway, was opened for traffic on 21st December, 1930. Besides forming part of a through connection from Cawnpore to the northern part of the Oudh and Rohilkhand Section, the branch taps a fairly populous agricultural area with large villages which should produce considerable local traffic. The newly completed Sarda Canal irrigates part of this area and should increase its productivity.

Fort Abbas-Baghdad Railway (formerly known as Fort Abbas-Rohatwali-Hotwala).—This Railway, about 88 miles in length, which is an extension of the Bahawalnagar to Fort Abbas branch line, has been constructed by the agency of the North Western Railway at the cost of Bahawalpur State. It was opened for traffic on 4th February, 1931. The purpose of the railway is to further the development of a tract of country which has recently been provided with a system of irrigation canals forming part of the Sutlej Valley Irrigation Project. It has been built and will be worked by the agency of the North Western Railway for and on behalf of the Bahawalpur State.

Marwar Bhinmal-Raniwara Extension of the Jodhpur Railway System.—This branch, 19·81 miles in length, has been constructed by the Jodhpur Railway for the development of the area that is served. The present extension is the third section to be opened making an aggregate length of 95 miles. It runs southwards through sandy undulating country. There is considerable cultivation throughout in the rains. The extension was opened to traffic on and from 1st March, 1931.

Pudukkottai-Manamadura Section.—60·44 miles. This section which was opened for traffic on 1st July, 1930, forms the last link of the chord lines, Villupuram-Trichinopoly and Trichinopoly-Manamadura (South Indian Railway), by which it was intended to shorten the through route from Madras to Dhanushkodi and Ceylon. With the completion of these chord lines the total through distance has been reduced by $72\frac{1}{2}$ miles, and when the lines have sufficiently consolidated to permit of faster train services, it is hoped that there will be a very substantial reduction in the time taken to complete the journey from Madras to Dhanushkodi and on to Ceylon.

Salem Town-Chinnasalem Section.—50·78 miles. This forms the first 50 miles of the important metre gauge connection from Salem to Vriddhachalam (South Indian Railway) 83 miles, which will considerably facilitate traffic in the direction of Cuddalore Port and also open up a large tract of country at present unserved by railways. The section was opened to traffic on 3rd February, 1931.

43. Important New Works.—*Electrification Works, Great Indian Peninsula Railway.*—The electrified section Kalyan to Igatpuri comprising 49·58 route miles of double track, including the Thall Ghat which was referred to in last year's report, was opened for public traffic on the 30th July, 1930. This completes the whole main line electrification scheme contemplated at present.

Madras Hydro-Electric Schemes.—Mention was made in the last year's report of the Nilgiri Mountain Railway Electrification Scheme. This scheme has since been examined by the Railway Board, who are of opinion that as there is no probability of funds being available for it in the near future and as the project can hardly be regarded as remunerative under present conditions, it cannot be given a high priority among the various projects that the Railway Board will have to consider when financial conditions are more favourable. The Madras Government have been informed that no guarantee can be given at present that energy will be required from the Pykara-Hydro Electric Installation for this electrification scheme.

Electrification of the Madras Suburban Section—South Indian Railway.—Mention was made of this electrification in the report for 1927-28. During the year under review work was completed and was ready for opening at the end of the year.

Vizagapatam Harbour.—A satisfactory rate of progress in the Vizagapatam Harbour Construction work was maintained throughout the year. The Suction dredger 'Vizagapatam' dredged in the entrance to the northern basin providing a deep water area in the vicinity of the quay wall and in the inner and outer stretches of the channel. The combined dipper dredger and rock breaker 'Waltair' worked throughout the year on the removal of hard material and rock in the channel and in the entrance to the graving dock. The 'Mudlark' and 'Gamine' were engaged on the removal of hard material and also on dredging sand and silt. The dragline excavator worked steadily along the northern bank widening and deepening the channel. The reclamation scheme has been well advanced during the year and 148.3 acres of swamp land has been reclaimed. 14½ acres of this land has been earmarked for office sites and is available for leasing out for this purpose. Berths Nos. II and III were available for lighter traffic, the depth of the water at the quay face being actually that required for ocean-going vessels. Berth No. I was, in accordance with previous intentions, made available for the shipment of manganese ore. The quay wall was completed with granite coping and bollards, the quay face was macadamised and the sidings along it laid. Transit sheds Nos. 2 and 3 are practically complete. All roads for the development of the harbour area have been completed. The antimalarial measures previously initiated were continued throughout the year with successful results.

Rupnarain Bridge.—The doubling of the Rupnarain Bridge was mentioned in the report for 1929-30. During the financial year 1930-31 work of replacement of the smaller spans and the erection of the smaller spans on the doubled line were completed. As regards the larger spans of 300' during the year progress was made in the preparation of designs and detailed drawings of the greater part of the structural work and machinery and progress also was made in the construction of the pile foundation of the erection bay.

Kalabagh Bridge.—A brief account of the progress of construction of this bridge by the North Western Railway appeared in last year's report. Further good progress has since been made and the bridge is expected to be opened to public traffic in August, 1931.

Bridge over the Irrawaddy at Sagaing.—Burma Railways.—A brief account of the project appeared in the report for the year 1927-28. Good progress in earthwork, well sinking and construction of piers, etc., has since been made and it is hoped that the bridge will be ready for service by the end of 1933.

Dohad Workshops, Bombay, Baroda and Central India Railway.—The construction of workshops at Dohad for the engine repair work of the Bombay, Baroda and Central India Railway was commenced early in 1925 to relieve the congestion at the Parel workshops and to afford room at Parel for the development of such branches of work as were ultimately to be retained at that place. At the same time it was intended that further transfers from Parel should be effected if Dohad proved to be a suitable site for large railway workshops,

and in accordance with this policy the provision of a complete 'manufacturing' unit, in addition to the 'Loco: repair' unit already in hand was commenced early in 1928. Work on these two projects has been progressing very satisfactorily and but for difficulties connected with the transfer of staff from Bombay, the units would have been put into commission some time ago.

During the year under review further works were commenced at an estimated cost of about Rs. 48 lakhs as follows:—

additional quarters for the staff of the Loco: repair and manufacture units; markets, merchants' shops and shopkeepers' quarters; and additional workshop facilities and staff quarters to enable the rest of the engine repair work to be transferred from Parel.

44. Open Line Improvements.—*Overbridges at Madras.*—There are three level crossings of the South Indian Railway in the centre of Madras, viz., Whannel's Road, St. Mary's Road and in the Esplanade Area. The question of the replacement of these level crossings by overbridges in order to remove detentions to road traffic has been engaging the attention of the Railway Board for a long time. Firstly, due to the war and then to want of settlement of certain questions connected with the scheme, the work could not be undertaken. With the settlement of these questions and the prospect of the suburban section of the South Indian Railway being doubled and electrified in the near future, the construction of the overbridges has been sanctioned, the expenditure to be met jointly by the South Indian Railway administration and the Madras Corporation. The work is in progress.

Doubling Cawnpore-Tundla Section, East Indian Railway.—The Railway Board have recently sanctioned a scheme for the doubling of the East Indian Railway between Cawnpore and Tundla, a length of 142 miles. The project is intended to relieve the congestion on this section of line which is already working up to its full capacity and to meet developments within the next few years. The work is in progress.

Doubling the line between Tatanagar and Kharkai Block Hut (including the girder work on the Kharkai Bridge), Bengal Nagpur Railway.—For some time past it has been recognised that the single line between Tatanagar and Kharkai block hut is being overtaxed and is unable to deal efficiently with the existing traffic. In order to increase the capacity of the line, as also to meet developments within the next few years, it has been decided to double the line in question. The work has been sanctioned and is expected to be finished in about $1\frac{1}{2}$ years.

Isolation of the main line at 69 stations between Khargpur and Nagpur.—In 1926 the Railway Board issued definite instructions that the run through or main line at stations should be isolated from other running lines, otherwise speed restrictions would be necessary. The Bengal Nagpur Railway therefore decided to isolate all stations on the broad gauge line through which express trains are run and submitted an estimate, amounting to Rs. 21,08,162, for the complete isolation and interlocking of 69 stations between Khargpur and Nagpur. The estimate was sanctioned by Government in August, 1930. Good progress has been made and over two-thirds of the work have been completed.

Kotri Bridge over the river Indus, North Western Railway.—The advisability of remodelling and strengthening the girders on the existing bridge to permit running on the section between Karachi and Lahore, of the new heavy standard engines of $22\frac{1}{2}$ ton axle loads now in India, was accepted. It was also decided to provide roadways cantilevered out on either side of the railway in place of the present highways, which is carried on the railway floor system, and to replace the flooring system with a new one. The bridge when completely remodelled according to the proposed scheme will provide for the heavy mineral standard of loading. An estimate amounting to Rs. 17,26,236 for the bridge was sanctioned by the Governor General in Council in July, 1930. The Local Government have agreed to contribute towards the cost of the roadway.

Bombay Central Station.—The necessity for the provision of a station for the long distance passenger traffic of the Bombay, Baroda and Central India Railway at Bellasis Road was explained in paragraph 60 of Volume I of the Railway Board's Report on Indian Railways for 1926-27. It was also stated that the work had been put in hand. The progress made on the scheme was reported in subsequent reports. The station was completed during the year under review and its opening ceremony performed by His Excellency the Governor of Bombay on the 18th of December, 1930.

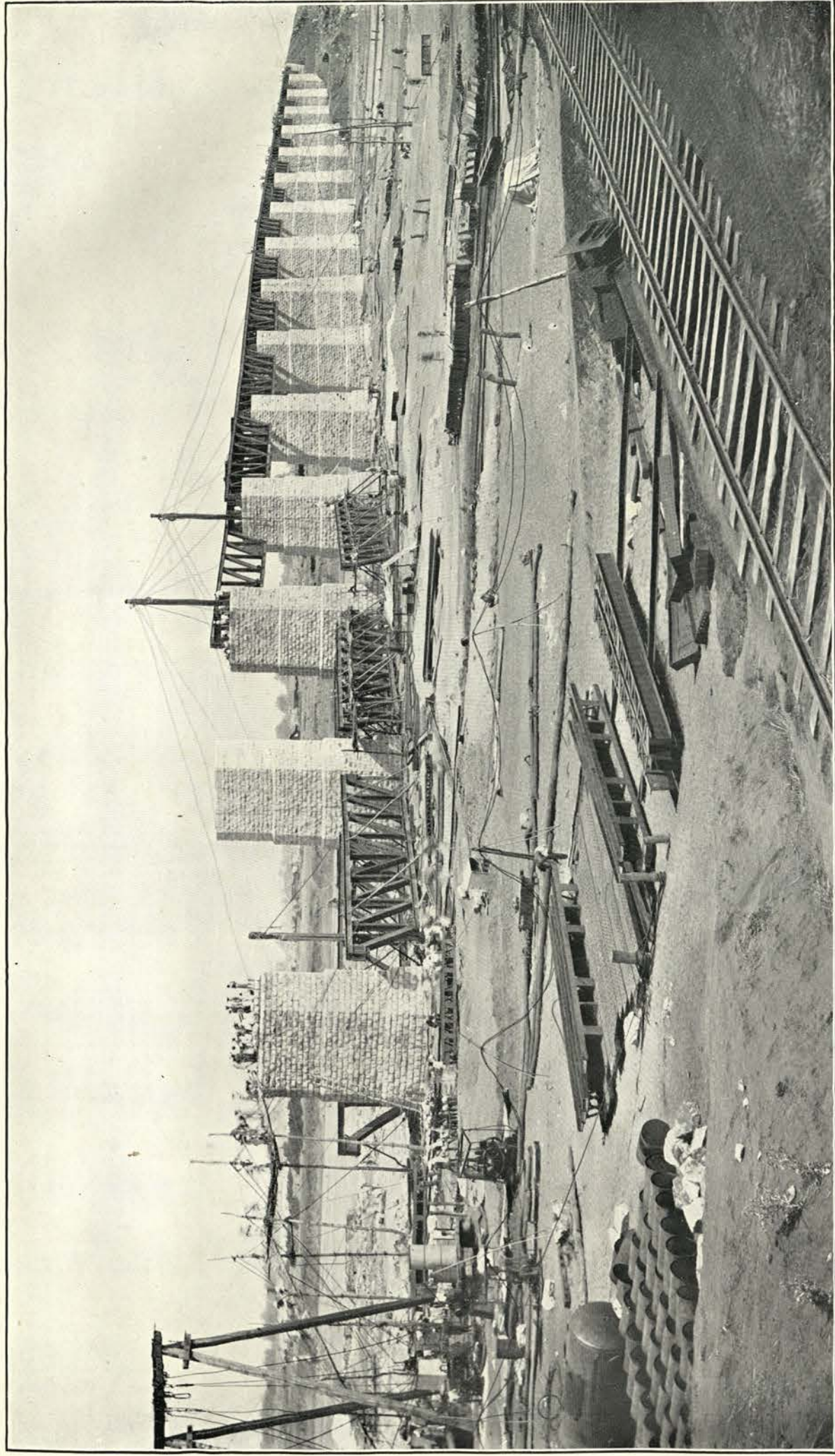
45. Bridge Standards Committee.—An interim meeting of the committee was held in July, 1930, to consider the experiments recently conducted to collect data for fixing the impact factor on small girder spans, the underlying idea being that it is probably possible to reduce this impact factor and extend the useful life of a large number of old spans. A new and very promising method of attacking the problem was developed and is described in the ninth report. It was decided to postpone further work until the vexed question of the reliability of the stress records was settled. Certain stress records showed very high impact stresses, which it was thought were very probably exaggerations and unreliable. This difficult question had troubled the British Bridge Stress Committee also and still remained unanswered. The necessary investigation was taken up during the ensuing cold weather by the Central Standards Office and it is believed that the problem has now been finally solved and the road cleared to a substantial reduction of the impact factor.

In December a joint meeting of the Committee with representatives of bridge manufacturers, Messrs. Tata Iron and Steel Company, and the Indian Stores Department was held in Delhi. The object of the meeting was to discuss the difficulties experienced in India in respect to obtaining certain steel sections, manufacture in the shops and inspection, and to avoid them as far as is technically allowable in all future bridge designs. It was found possible to go a long way towards acceding to the various requests put forward by the manufacturers, and the meeting has undoubtedly resulted in closer co-operation between the groups represented.

46. Track Standards Committee.—This Committee met twice, in May, 1930, and January, 1931. The drawings of switches and crossings were considered and these have since been standardized and brought into use. The fittings for the various types of cast iron sleepers were also standardized, thus eliminating the manufacture and stocking of a large number of fittings which were very similar but yet differed sufficiently to prevent them being interchangeable. A further programme of work on the same lines was inaugurated and is being followed up by the Central Standards office.

47. Signalling and Interlocking Standards Committee.—This Committee also met twice, in August, 1930, and in January, 1931. At the first meeting the most important item was the production of a manual of the requirements and regulations for single and double line token instruments and for their installation, maintenance and working. This has since been incorporated in the revised rules for the opening of a Railway. The initial steps were taken at the same meeting to produce a block signalling manual. At the second meeting standard drawings of signal fittings, about 500 in number, were inspected and passed, and these are now being issued as standard for all State Railways.

BENGAL NAGPUR RAILWAY.



Tel River Bridge in course of construction—Raipur-Vizianagram Section.

CHAPTER IV.

TRANSPORTATION AND WORKING.

48. Statistics.—Volume II of the Report is a compilation of financial and statistical summaries and statements for the year under review with corresponding statistics for the immediately preceding year (1929-30), which afford means of comparison with the working results of that year. These statistics cover practically the whole range of railway working including both the financial and operating aspects. The following brief references to some of the more important operating statistics may prove of interest.

Passenger miles and net ton miles.—Probably the best index to the volume of traffic handled by railways consists of the figures of passenger miles as regards passenger traffic and net ton miles as regards goods traffic. These terms signify the total number of passengers and tons carried multiplied by the number of miles over which they are moved. The figures for Class I railways, which carry approximately 97 per cent. of the total traffic of the Indian Railways, are shown below and register a considerable drop in passenger miles compared with the previous two years. This is mainly to be accounted for by the general decline in the trade of the country, as a result of which the movement of merchandise and of passengers by railway inevitably became less.

	IN THOUSANDS.			
	1928-29.	1929-30.	1930-31.	Percentage of increase or decrease compared with 1929-30.
Passenger miles	21,247,570*	22,194,143	19,708,551	—11·2
Net ton miles	21,183,002*	20,785,621	19,711,926	—5·17

Passenger and Goods Service.—A comparison of the train service required to move this traffic is best shown by the number of train miles run, train miles signifying the number of trains in operation multiplied by the number of miles run, and is shown in the statement below. It will be observed that the passenger train miles on the broad gauge decreased slightly, although not in proportion to the percentage decrease in passenger miles. As was natural, the drop in goods train miles, both on the broad gauge and metre gauge, corresponded much more nearly to the decrease in the traffic handled, thus differing from passenger train miles which remain constant irrespective of the number of passengers carried until a modification in the scheduled train service is effected. The average number of miles all classes of passengers were carried decreased slightly from 35·6 to 34·9. The figures in 1927-28 and 1928-29 were 34·1 and 34·9. Full details of train and engine miles of Class I railways will be found in Statement No. 17 of Volume II, and of Class II and III railways in Statement No. 37.

	CLASS I—RAILWAYS, BROAD GAUGE (IN THOUSANDS).				CLASS I—RAILWAYS, METRE GAUGE (IN THOUSANDS).			
	1928-29.	1929-30.	1930-31.	Percentage of variations with 1929-30.	1928-29.	1929-30.	1930-31.	Percentage of variations with 1929-30.
Passenger train miles . . .	67,011*	70,328*	69,211	—1·59	23,823*	31,924*	32,269	+1·08
Goods train miles . . .	45,601*	44,358*	42,094	—5·10	22,569*	22,724*	21,228	—6·58

*Revised figures.

49. Wagon usage.—Wagon usage is expressed either in the average number of miles run per wagon per day, both loaded and empty wagons being taken into account, or in the average net ton miles performed by a wagon per day. It is to be noted, however, that both these statistical figures indicate the work done by the total number of wagons on rail-ways and not by the wagons actually in use; empty wagons are taken into account even if lying in excess to traffic requirements in sidings. The follow- ing table shows these results for 1930-31 compared with the previous year :—

	Broad Gauge.		Metre Gauge.	
	1929-30.	1930-31.	1929-30.	1930-31.
Wagon miles per wagon day	37.9	36.0	30.5	28.0
Net ton miles per wagon day	334.5	314.2	148.8	137.4

It will be observed that the statistical figure whether of wagon miles or net ton miles records a drop, which is explained by the general decline in the quantity of goods traffic carried. A figure ordinarily regarded as indicative of the efficiency of railway service in the movement of goods is that of the net ton miles per engine hour. The last few years have registered a consistent improvement in this direction, being, for the year under review, as regards the broad gauge 1,677.6 and for the previous year 1,628.6. On the metre gauge the figure was 763.4 for the year under review as compared with 739.8 for the previous year. These figures relate to engines *in use* and not engines *on line*. Engines in excess of traffic requirements are stabled and consequently are not regarded as being in use. The average through speed of goods trains also shows an improvement, being 10.5 miles per hour on the broad gauge and 10.3 on the metre gauge, as compared with 10.3 and 9.9 respectively for the previous year. The average net load of a goods train remained at practically the same figure, being 384.5 tons on the broad gauge and 160.4 on the metre gauge, as compared with 385.8 and 156.8 respectively for the pre- vious year.

Shunting engine miles.—The relation of shunting engine miles to train mileage whether of passenger or goods trains is a figure which also affords a fair indication of the efficiency of working if watched through a period of years. It should be explained that, apart from train engine mileage on pro- ductive work, many thousands of engine miles are run in connection with shunting, light running, assisting and departmental work which are termed unproductive. Of the unproductive mileage the larger proportion consists of shunting, and the following table shows the proportion of shunting engine mileage to train mileage for the last three years both for passenger and goods trains. The train miles of mixed trains are divided into passenger and goods train miles according to a formula adopted for statistical purposes. The figures it will be observed, have remained fairly consistent :—

	BROAD GAUGE.				METRE GAUGE.			
	1928-29.	1929-30.	1930-31.	Percentage of varia- tions with 1929-30.	1928-29.	1929-30.	1930-31.	Percentage of varia- tions with 1929-30.
Shunting miles per 100 train miles (Passenger and proportion of mixed).	5.29	5.23*	5.31	+1.53	5.48	5.25	5.10	—2.86
Shunting miles per 100 train miles (Goods and pro- portion of mixed).	36.9	37.7*	37.5	—0.53	32.8	32.7	33.2	+1.53

* Revised figures.

COAL CONSUMPTION.

EAST INDIAN RAILWAY.

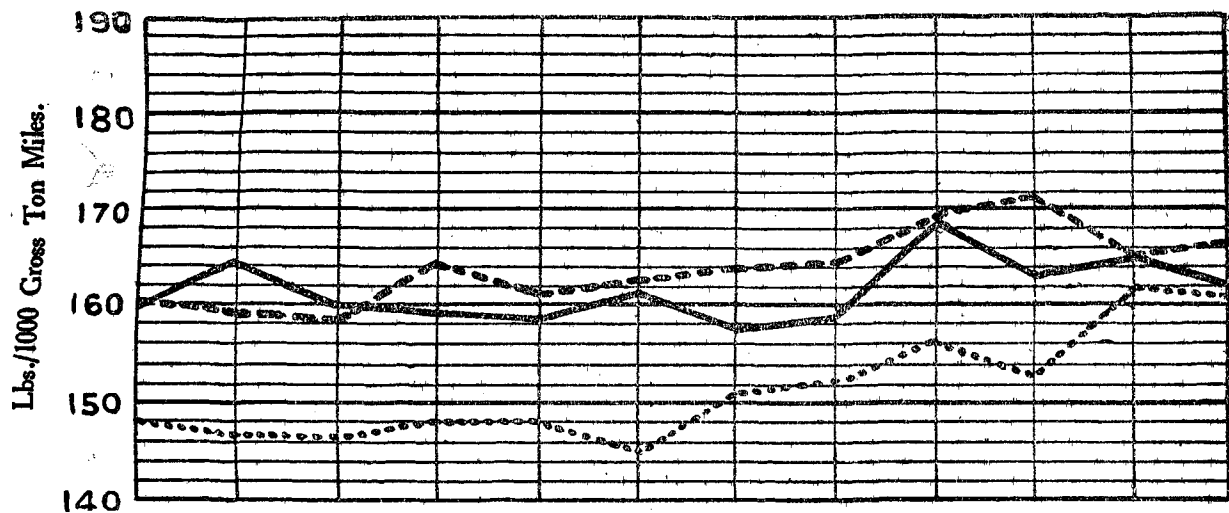
5'-6" GAUGE.

1926-27 — — — — —

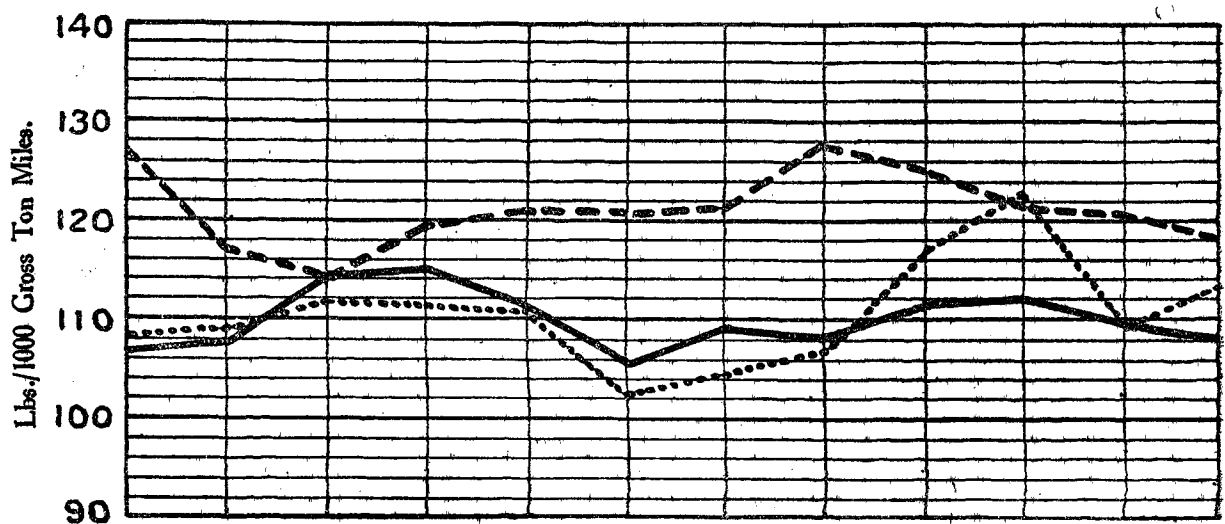
1929-30

1930-31 —————

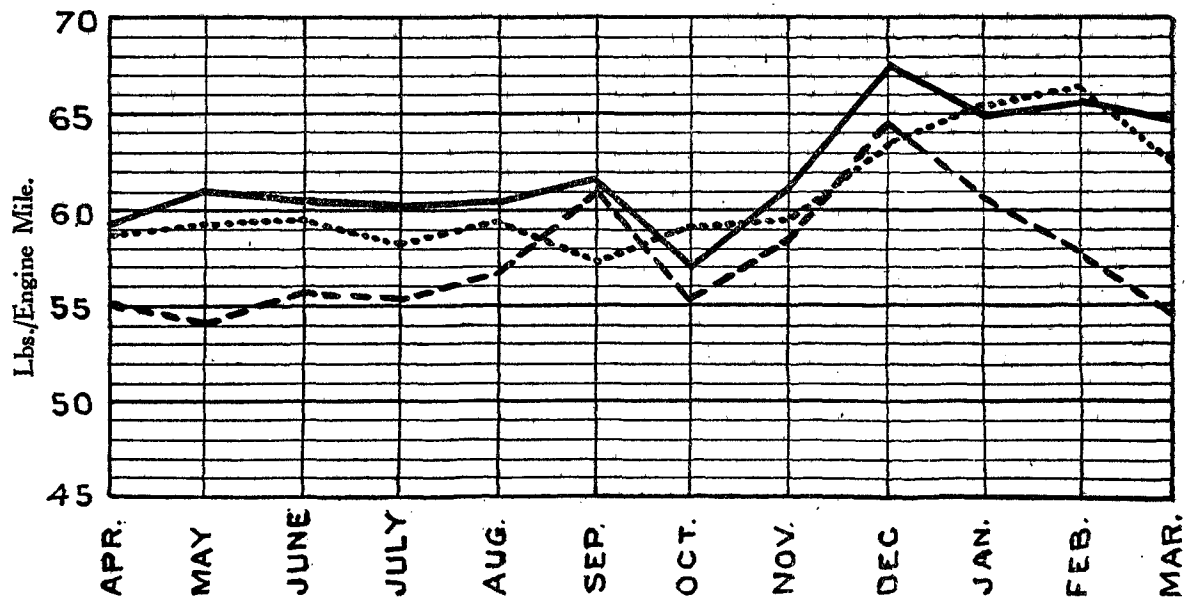
PASSENGER SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



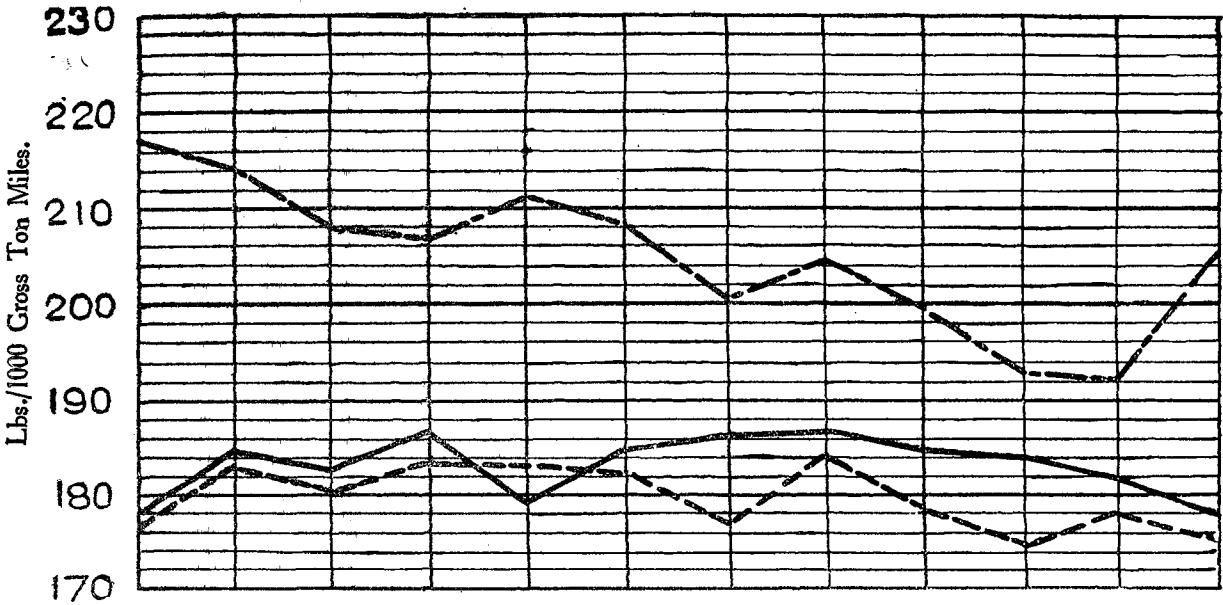
SHUNTING (INCLUDING SIDINGS).



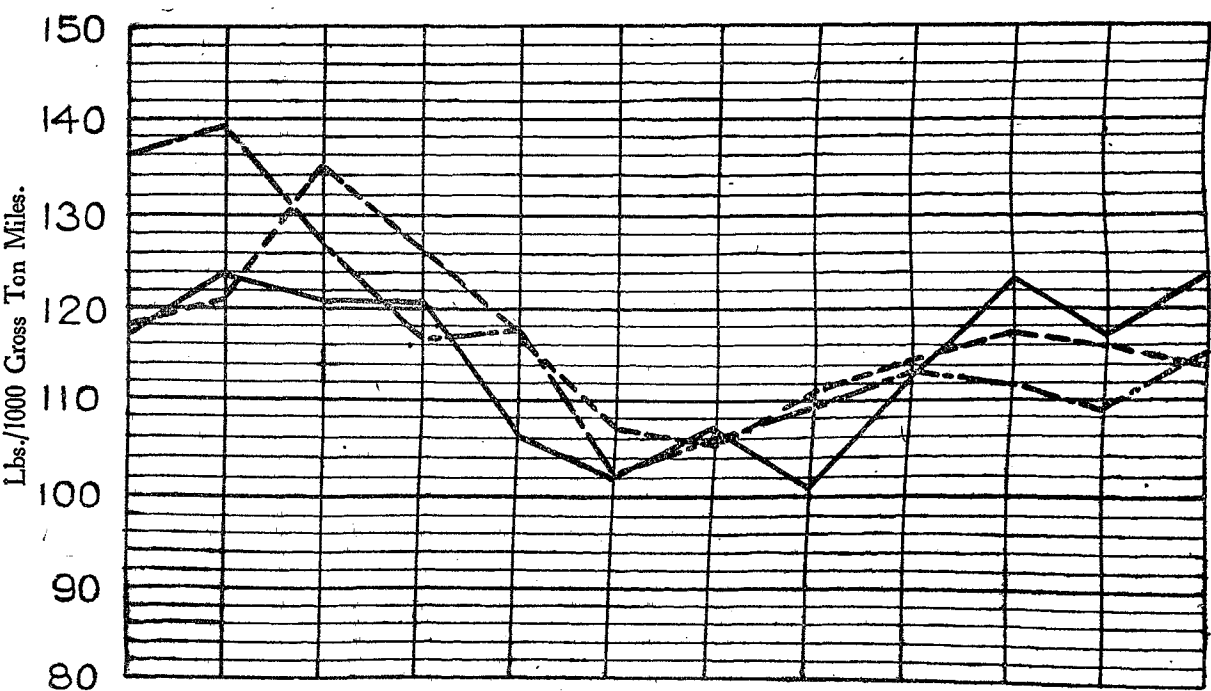
COAL CONSUMPTION. EASTERN BENGAL RAILWAY. 5'-6" GAUGE.

1926-27
1929-30
1930-31

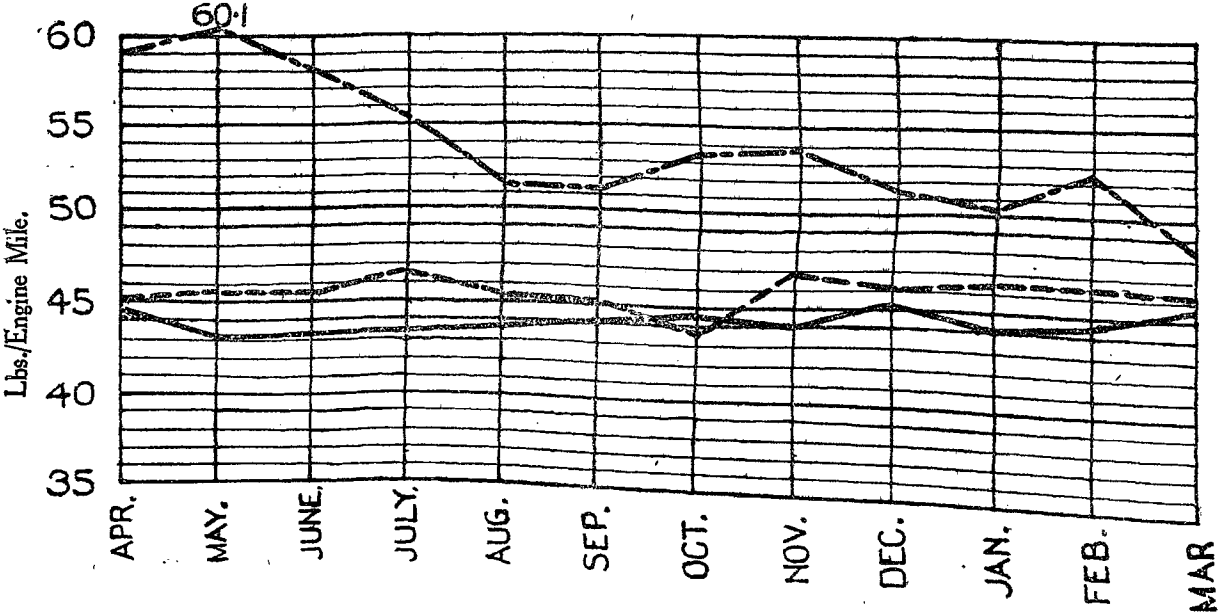
PASSENGER SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



SHUNTING (INCLUDING SIDINGS).



COAL CONSUMPTION. EASTERN BENGAL RAILWAY.

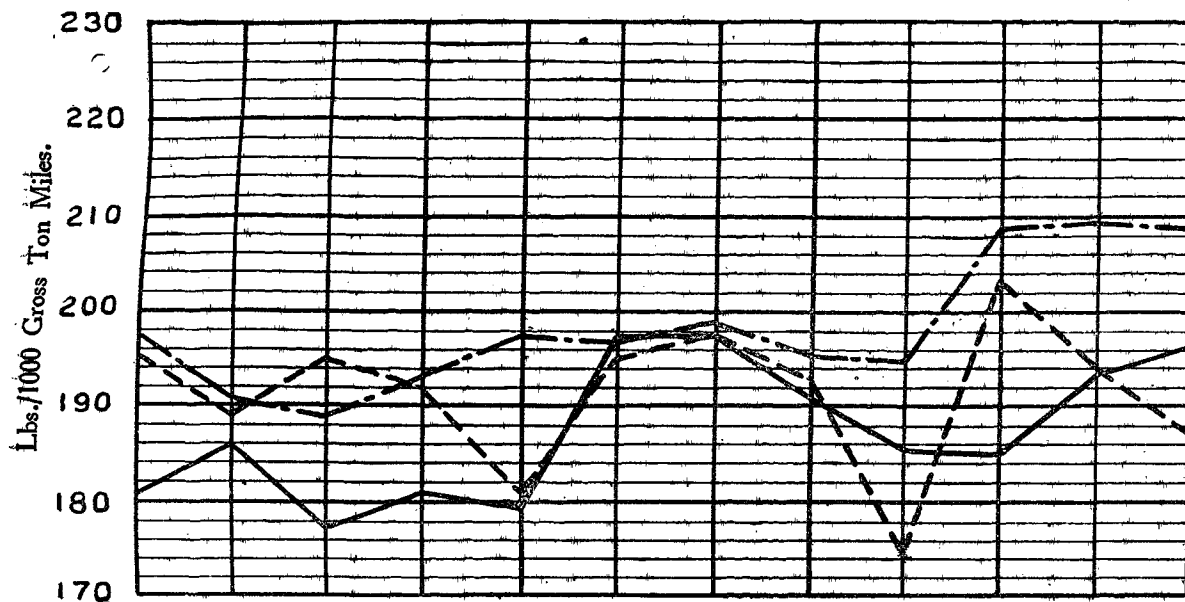
3'-3 $\frac{3}{8}$ " GAUGE.

1926-27 —

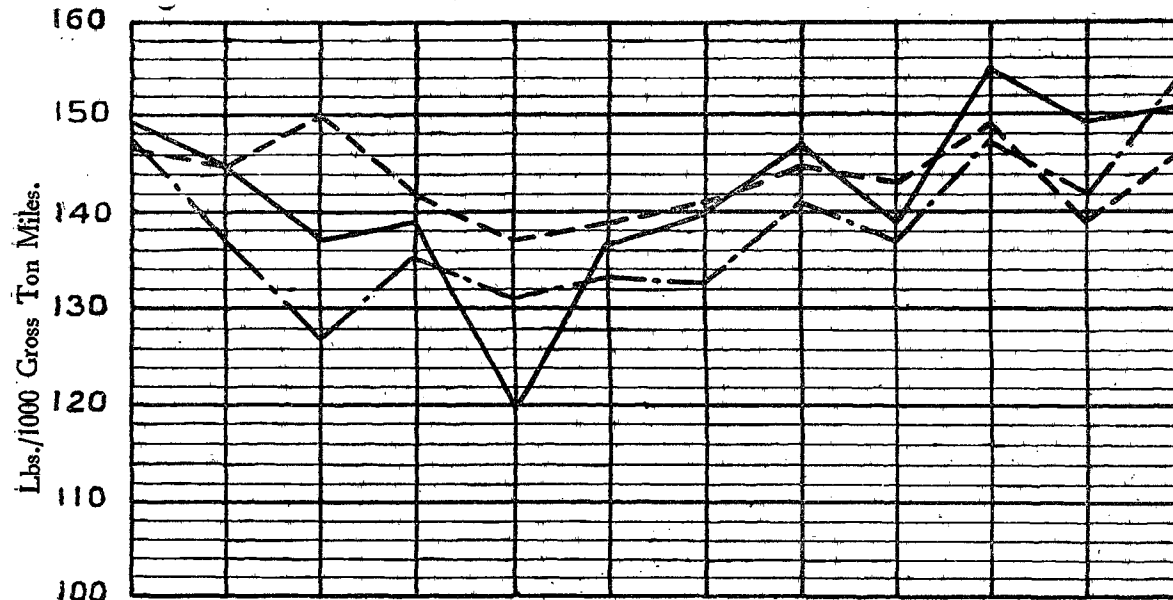
1929-30 —————

1930-31 - - - - -

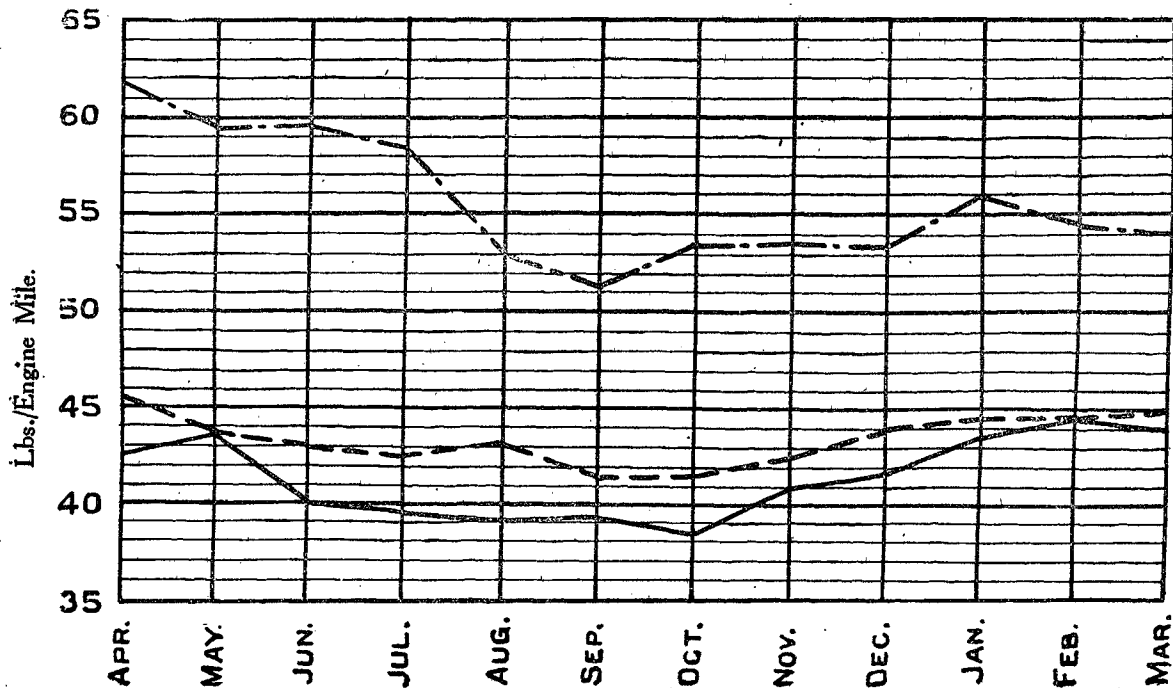
PASSENGER SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



SHUNTING (INCLUDING SIDINGS).



COAL CONSUMPTION.

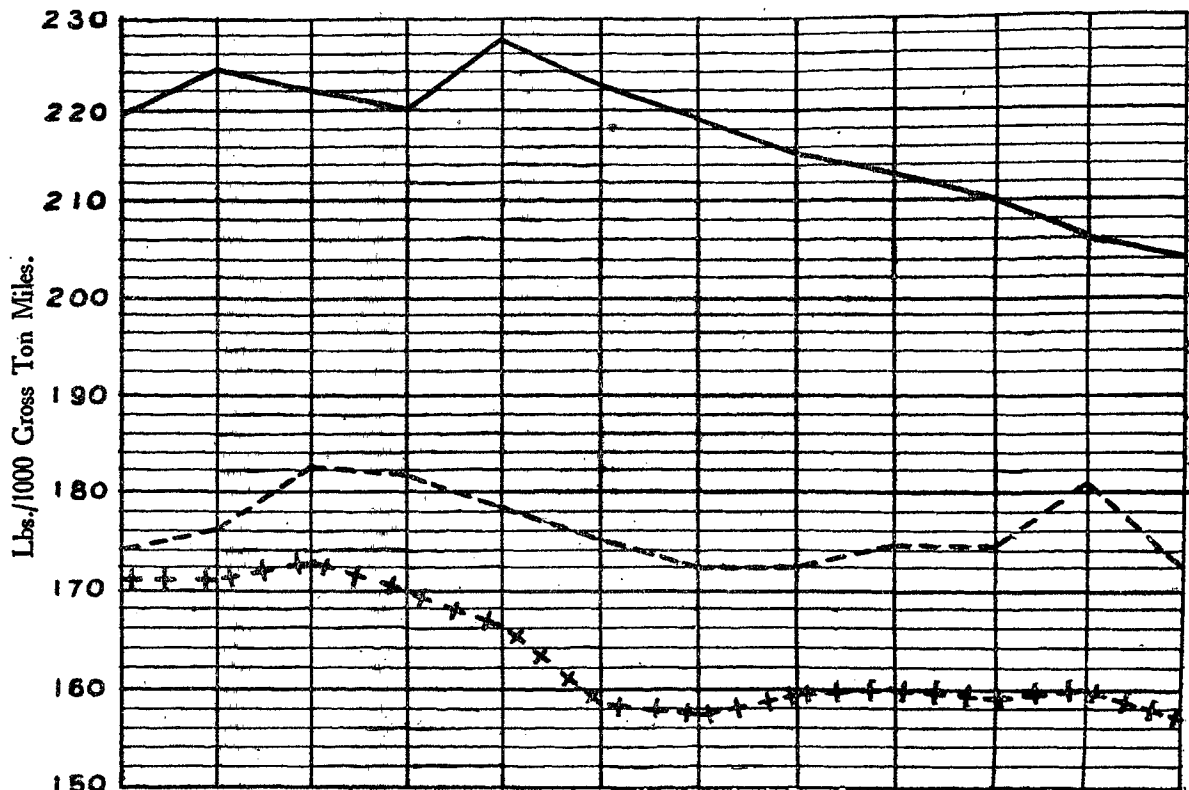
GREAT INDIAN PENINSULA RAILWAY.

5'-6" GAUGE.

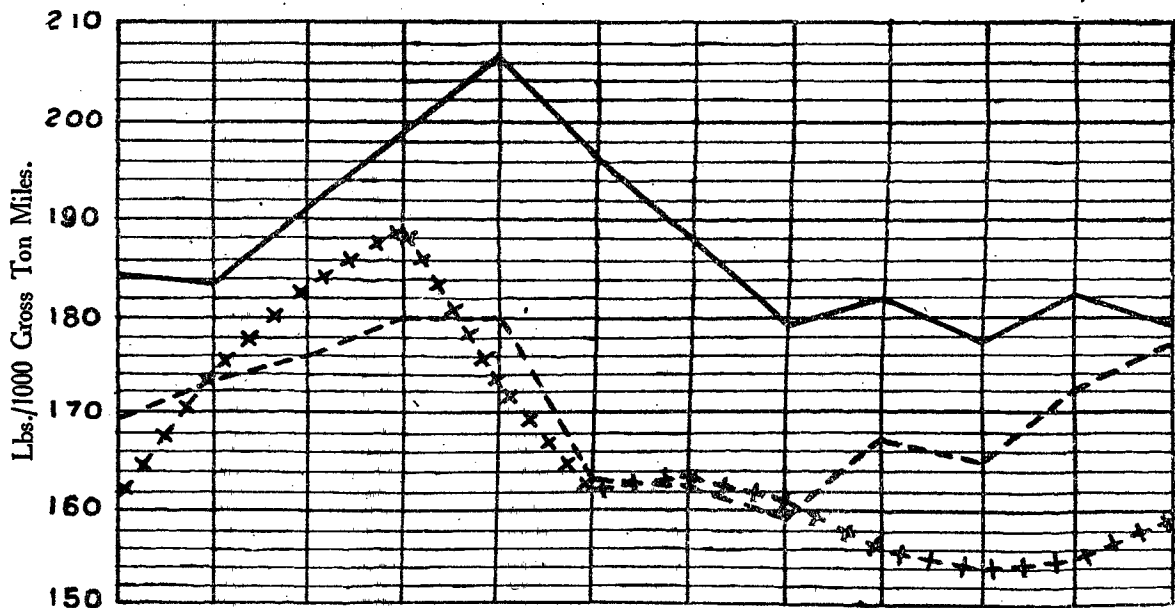
1926-27 —————
1929-30 - - - - -

1930-31 + + + + +

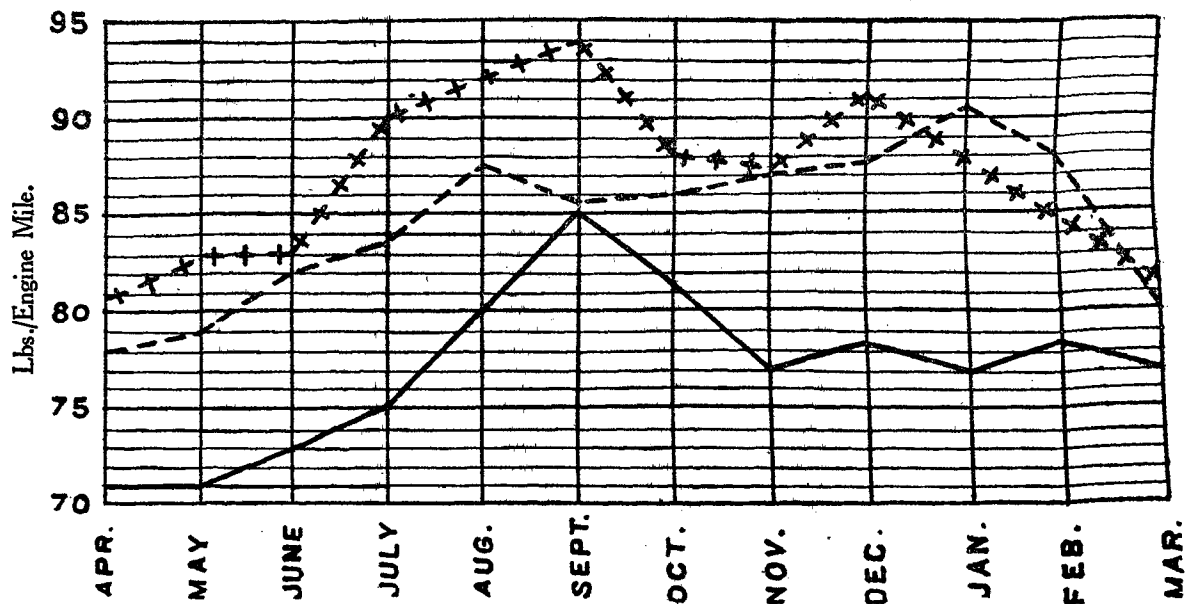
PASSENGER SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



SHUNTING (INCLUDING SIDINGS).



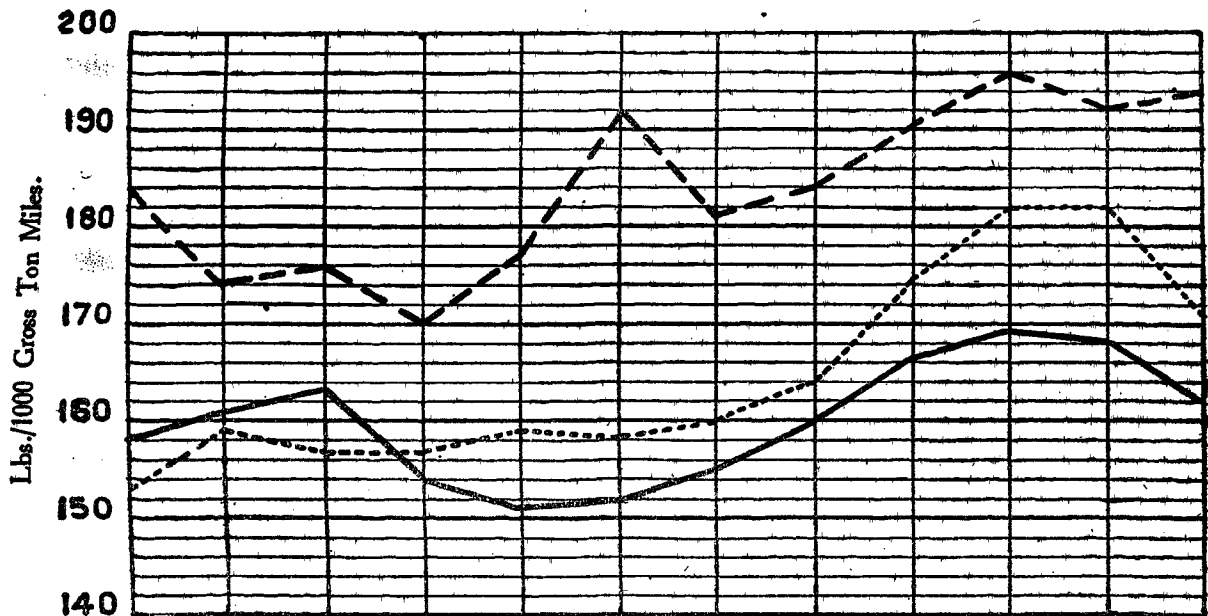
COAL CONSUMPTION.

NORTH WESTERN RAILWAY.

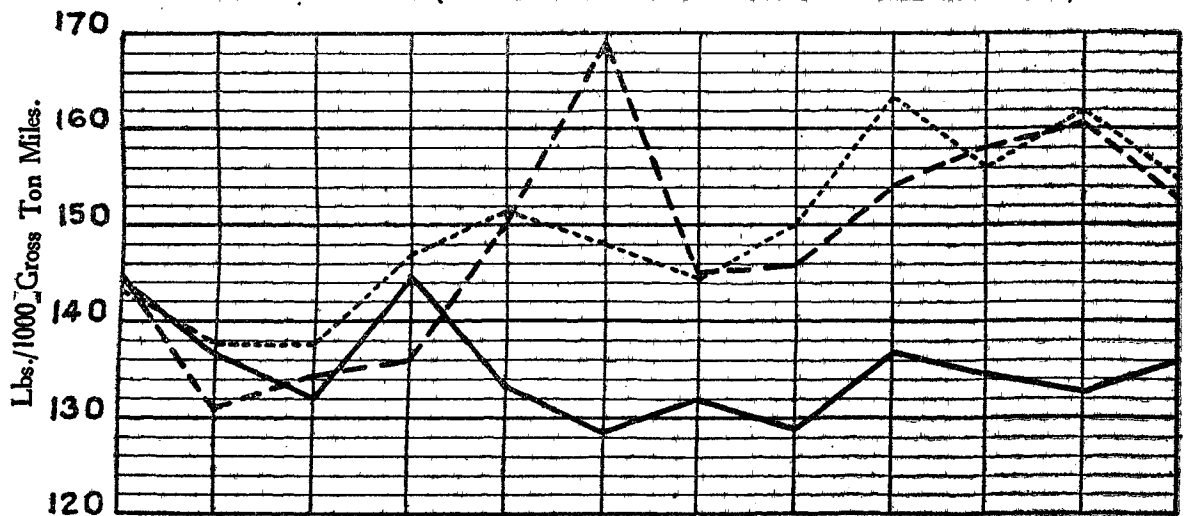
5'-6" GAUGE.

1926-27 - - - - -
 1929-30
 1930-31 —————

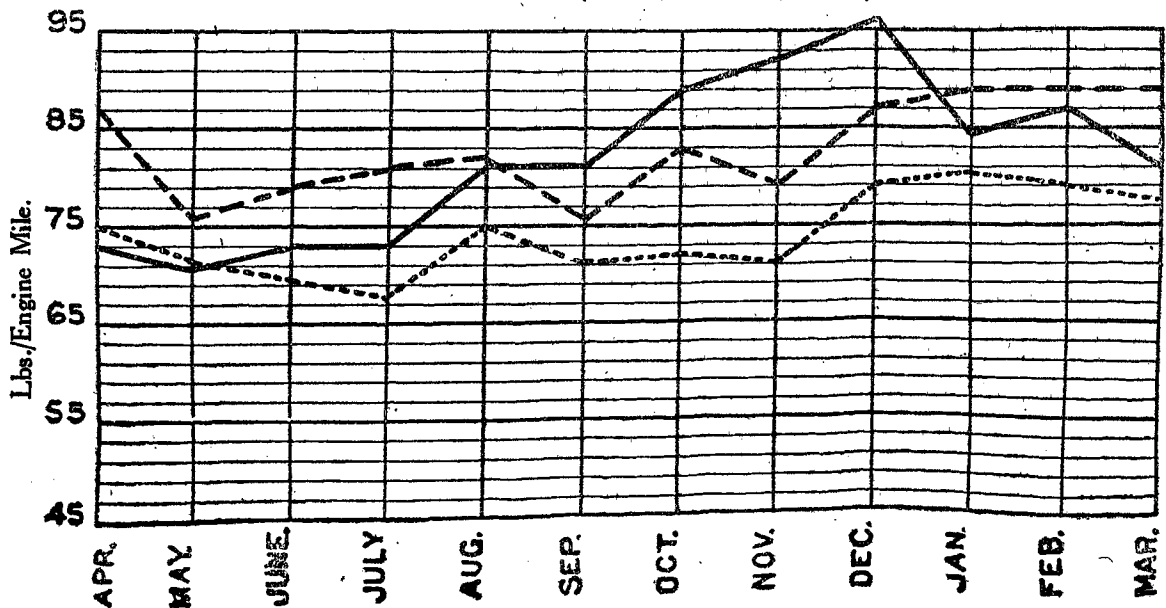
PASSENGER SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



SHUNTING (INCLUDING SIDINGS).



Engines.—As was to have been expected in a year of declining traffic the number of miles obtained from each engine on the line per day decreased. On the broad gauge the figure became 68 as against 71 for the preceding year and on the metre gauge 61 as against 73. The number of miles obtained from each engine in use, however, has shown an improvement as already stated.

Repairs to rolling stock.—The percentage of engines under or awaiting repairs to total engines again records a slight but satisfactory decrease, being 19.0 on the broad gauge and 15.6 on the metre gauge as compared with figures of 19.1 and 16.1 for the preceding year. The average percentage of unserviceable wagons to the total number of wagons also fell from 6.18 to 5.66 on the broad gauge and from 4.63 to 3.55 on the metre gauge. The percentage of passenger vehicles under or awaiting repairs to the total number on the line also decreased from 10.37 to 9.91 on the broad gauge and from 9.82 to 8.80 on the metre gauge.

Further statistics dealing with the operation of trains such as those relating to vehicle miles, loads of trains, density of traffic, commodities carried, electric suburban train services, engine miles to coal consumption, etc., will be found in Volume II.

50. Fuel Economy.—The results obtained from the fuel economy campaign during 1930-31 are illustrated in the graphs. It will be noted that for the two services passenger and proportion of mixed, and goods and proportion of mixed, the coal consumption per thousand gross ton miles has decreased compared with the results for 1929-30 and the results for the year 1926-27. The fuel consumption however on shunting services has increased, the chief cause of which is due to the better utilisation of shunting power in transportation yards. To counterbalance this increase in the coal consumption on shunting engines, the State worked Railways are extending the rationing of coal to shunting engines, the use of larger blast pipe caps on shunting engines, and by limiting the cut-off of shunting engines.

The drop in the fuel consumption on passenger and proportion of mixed and goods and proportion of mixed services on the Great Indian Peninsula Railway during the year under review has been chiefly due to the completion of the electrification of the heavy graded sections of the Great Indian Peninsula Railway and the consequent elimination of steam services from the ghat sections on which coal consumption used to be heavy. As suitable locomotives are obtained and opportunities occur, the Great Indian Peninsula Railway are extending the use of coal obtained from the Central Provinces mines on all services.

51. Punctuality of passenger trains.—The following table shows the degree of punctuality obtained in the running of passenger trains on Class I railways during the year as compared with the previous year.

Percentage of passenger trains not losing time to total number of trains run during 1930-31 as compared with 1929-30.

	All trains.	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
<i>Broad Gauge.</i>					
1930-31	76.0	69.2	79.6	76.7 93.7*	75.0
1929-30	74.6	66.3	77.6	75.5 88.3*	74.1
<i>Metre Gauge.</i>					
1930-31	75.6	68.3	77.2	83.3	70.5
1929-30	73.3	68.6	74.4	90.7	63.6

* Great Indian Peninsula and Bombay, Baroda and Central India Railways Electric trains.

It will be seen that on the broad gauge there has been an appreciable improvement and on the metre gauge a falling off in the punctuality of the running of mail and important through trains and suburban trains.

52. Bombay Electrical Services.—*Great Indian Peninsula Railway.*—The electrification of the main line and suburban sections of this railway is the second largest railway electrification in the British Empire and is well placed in importance amongst similar schemes throughout the world. The last remaining section of the area was put into operation from 1st September, 1930. The stages of development were as follows:—

Through electric route opened between Victoria Terminus and Kurla *viâ* Harbour Branch from 3rd February, 1925.

Opened to Bandra from 3rd February, 1926.

Opened to Thana *viâ* Harbour Branch from 21st June, 1926, and *viâ* Main line from 1st November, 1926.

Electric freight locomotives came into operation between Bombay and Kalyan from September, 1928.

Opened to Kalyan from 12th November, 1928.

Electric freight locomotive working extended to Karjat from May, 1929, and further extended to Poona in October, 1929.

Electric Locomotive passenger service opened to Poona from 5th November, 1929.

Goods working between Kalyan and Igatpuri commenced from 20th May, 1930.

Passenger working between Kalyan and Igatpuri commenced from 30th July, 1930.

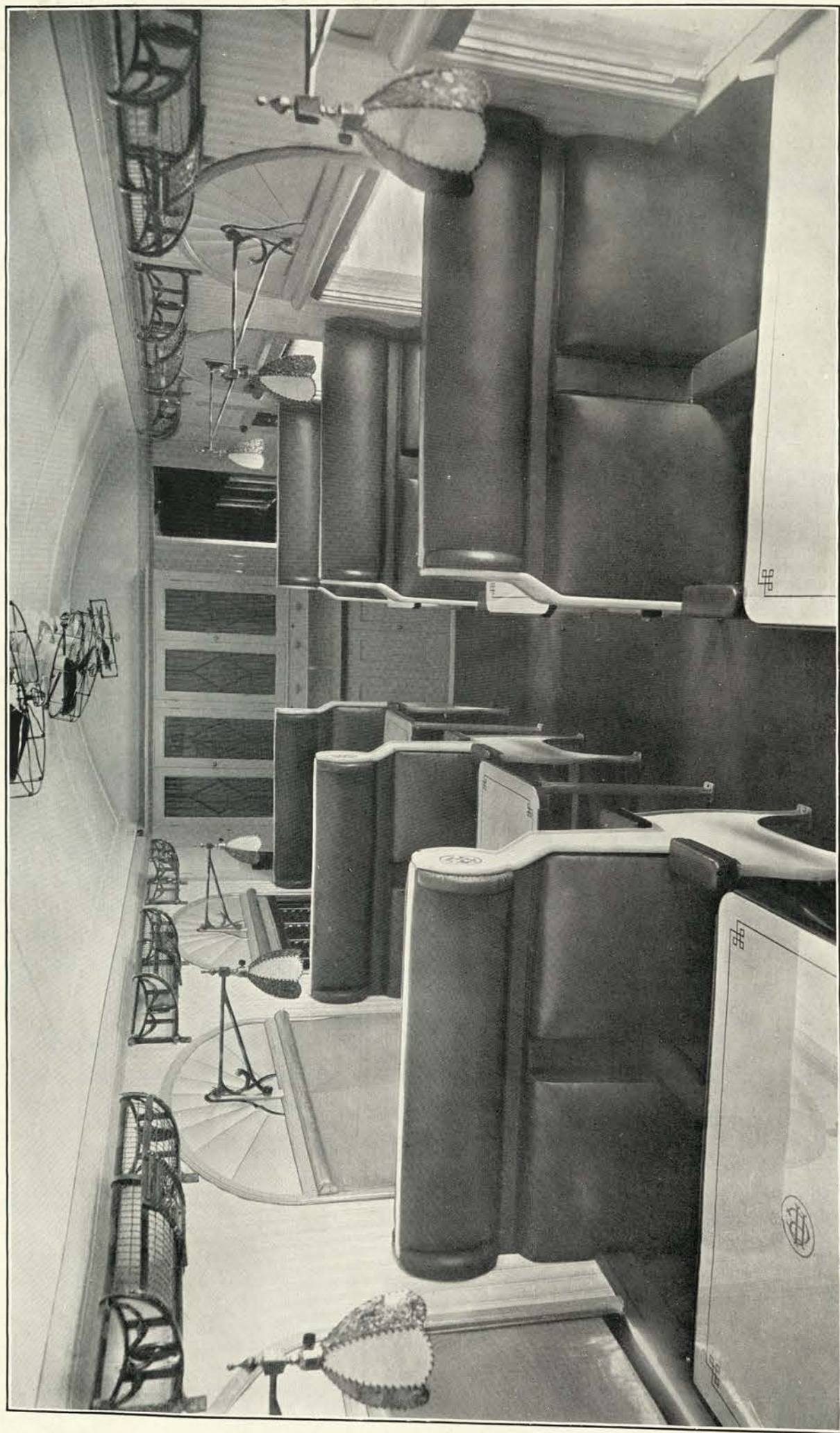
Full passenger working electrically throughout the electrified area as from 1st September, 1930.

Throughout the year 271½ miles of 110 K. V. single circuit transmission lines have been maintained in full commission for supplying power to 11 sub-stations in the electrified area beyond Kalyan. Fifteen traction sub-stations of a total capacity of 100,000 Kilo Watt (normal rated output) are now in full commission and their operation throughout the year has been generally satisfactory. Four new sub-stations were put into service during the year. There are now 571 single track miles (including sidings) of overhead equipment in service. In addition to the original passenger locomotives which were under trial, 21 new locomotives were put into operation and are now in service. Besides these 41 electric freight locomotives are now operating in service. Power for the services is received from Tata's Hydro Electric Company and from the Kalyan Power Station. The supply from the former failed 11 times during the year for a total duration of 11 minutes. Three failures occurred in the latter and the maximum duration was 8 minutes.

Bombay, Baroda and Central India Railway—Colaba to Borivli.—There was no extension of the electrical services during the year. The temporary extension between Church Gate and Colaba was closed down on the 31st December, 1930, when the section of railway between Church Gate and Colaba was relinquished. On the closing of the Colaba-Church Gate section the Church Gate track sectioning cabin was put out of service on 1st January, 1931. A new combined track sectioning cabin has been erected and was brought into use on 2nd February, 1931. Generally there have been improvements in operation and maintenance as compared with previous years, and major failures were practically eliminated.

53. Through Mail and Express Services.—Mention was made in last year's report of the introduction of the Grand Trunk Express through service between the Punjab and Southern India *viâ* Itarsi, Balharshah and Bezwada. This train, when first introduced, ran between Peshawar and Mangalore, and from 1st March, 1930, between Lahore and Mettupalaiyam. From the 1st September, 1930, it has run between Delhi and Madras, connecting at the latter station with the South Indian Railway boat mail. The Bombay,

GREAT INDIAN PENINSULA RAILWAY.



Interior of Restaurant car.

Baroda and Central India Railway's Frontier mail between Bombay and Peshawar, which was routed over the North-Western Railway between Delhi and Peshawar, *viâ* Bhatinda, has, since the 1st September, 1930, been routed *viâ* Ambala. From the 1st March, 1931, express trains between Bombay and Lahore *viâ* the Great Indian Peninsula Railway running over the North-Western Railway between Delhi and Lahore *viâ* Saharanpur were extended to and from Peshawar Cantonment. Nos. 7 Up and 8 Down East Indian Railway's Howrah-Delhi express trains which formerly ran between Tundla and Delhi *viâ* the Great Indian Peninsula Railway stopping at Agra and Muttra, were diverted *viâ* Ghaziabad, as it was found that the traffic on the former route did not justify the additional mileage entailed.

54. Road Motor Competition.—There was no abatement in the extent to which railways continued to be subjected to competition from road motor transport during the year. The problem is one presenting in many respects the same difficulties that have been experienced by railways in other countries, and further competition in this country is only limited by the lower ratio of road to railway mileage. Generally it may be said that wherever there are metalled roads motor buses ply for hire provided the population is sufficient to support the traffic, and buses continue to increase in numbers up to the traffic's full requirements and frequently exceed it. Information received by the Railway Board shows that the road services are usually not organised, in that they run to irregular timings and usually not until a full complement of passengers has been obtained, do not have settled charges, and are frequently in excess of requirements. In these circumstances railways experience considerable difficulty in meeting competition catering for short lead traffic on certain lengths, but continue by careful adjustment of the train timings, by the speeding up of trains and, on certain sections, by reducing fares, to make every endeavour to hold it. The long lead traffic as regards first and second class passengers has also been adversely affected by the development of the automobile and by the large increase in the ownership of private motor cars. The carriage of merchandise by private lorry on a few sections of road adjacent to the railway has affected traffic earnings to some extent, but generally it may be said that the facilities offered by the railways on such sections continue to provide the more economical and convenient means of transport for this traffic.

Some indication of the measures adopted on certain railways to combat road competition is given below which may be taken as typical of those being adopted on railways in this country generally.

Assam Bengal Railway.—An officer was placed on special duty to investigate the subject of road competition during the year and, as a result of his recommendations, various alterations were made in the train service. On one section fares were reduced and additional trains placed in service which had the effect of increasing the traffic by rail from the more distant stations but the road competition continued to be intensive for shorter distances. On certain sections for short leads it has been found that the railway cannot compete with the motor buses.

Bombay, Baroda and Central India Railway.—The position has not altered as compared with the previous year. The opening of intermediate flag stations along with the reduction in fares on certain sections met with some success and the traffic on these sections was being carefully watched.

East Indian Railway.—Mention was made in last year's report of the special methods adopted to keep pace with the situation in regard to motor bus competition. It was possible by these means to place before executive officers complete details and information bearing on motor bus activities on different sections of the line and this facilitated consideration of the action to be taken for the improvement of railway services and the creation of better facilities wherever possible. One of the main factors in the situation is the importance of frequent and suitable train services, and when steps have been taken to improve these and to adapt them as closely as possible to public requirements, a marked improvement in the railway position has usually

followed. The general fall in railway revenues and the urgent need for economy (for which reductions in train mileage afford a ready means) have created conditions of some difficulty in meeting improvements in train services. In addition, the existence of road competition has exerted a limiting influence on the extent to which economies that might otherwise have been possible could be introduced. Where deficiencies in train services cannot be remedied owing to the additional cost involved, it has been found that an alternative is to counterbalance the set-back to traffic by a reduction in fares. There is evidence that the private automobile and the rapid development of the motoring habit has affected earnings from first and second class passengers considerably. As far as merchandise traffic is concerned there has been no marked development of mechanical road haulage. The railway has however lost a certain amount of traffic in merchandise conveyed on certain sections by passenger motor buses. A difficult problem at the present time is the delay incidental to certain short distance goods traffic by rail; this is a matter which continues to receive attention with a view to the acceleration of the services by methods consistent with economy.

- *Great Indian Peninsula Railway.*—In order to cope with the increasing work in connection with road motor competition a separate office was opened in the beginning of the year. Road competition continues to be severe and there is hardly any route in the territory of the railway with fair prospects of traffic which is not exploited by private enterprise. Through the medium of special reports a system has been established whereby the administration is enabled to gauge the extent of competition and to take remedial measures without delay. Competition which had previously been confined to short distance passenger traffic has gradually extended to the passenger and parcels traffic over longer distances and with a considerable degree of success on certain sections. On an average, the through point-to-point length of a bus route is 25 to 30 miles. There are several sections on this railway where good metalled roads run parallel to the railway line with the result that the passenger traffic is adversely affected. On one section the decrease in passenger traffic earnings during the half year ending 31st March, 1931, as compared with the corresponding period of the previous year amounted to 28 per cent. and in earnings of 30 per cent. It is difficult to say, however, how far this decrease was due solely to motor competition apart from other factors such as trade depression.

Motor transport within the sphere of influence of the railway is not well organised, nor is the service efficient. The convenience of the public is not studied, the buses run to irregular timings, there is no fixed basis of charge and frequently there is an unnecessary duplication of transport facilities. Nevertheless the buses have attained a certain popularity, mainly because they run through the heart of towns, whereas many railway stations are at some distance from the towns they serve. Apart from various adjustments in timings to suit particular sections of the line, a few additional train services were introduced on certain sections. On the other hand others had to be discontinued as they were being worked at a loss. On certain sections reduction in fares has been found to be an effective means of preventing loss of traffic. A scheme was investigated during the year to establish in a certain area railway out-agencies and to run auxiliary bus services in collaboration with private motor agencies to act as feeders to the railway. It was hoped to bring this service into operation during the ensuing year.

Madras and Southern Mahratta Railway.—The effect of road motor competition continued to be felt as in the previous year. This form of transport is well established in areas where the conditions are favourable. Road motor competition is not yet seriously felt in the case of long distance travel and very few of the road motor services runs exceed 50 miles. A detailed survey of the conditions on each section of the railway subject to competition is in hand and efforts were made to attract traffic to the railway by providing suitable and convenient train services on the sections of line affected and also by the introduction of cheap return tickets. The subject

receives close attention, but there is little doubt that considerable short distance traffic has been definitely lost to the railway where the rail route is circuitous compared with the road.

North Western Railway.—Competition from road motor buses continues to be felt on sections where roads run parallel or short circuit the railway. Experiments were made with week-end return tickets at reduced fares and by the placing of a number of short distance trains to compete against the road service on certain sections.

55. Neutral examination of interchanged wagon stock.—The system of neutral examination at junctions of interchanged wagons by inspection staff working under the Director of Wagon Interchange was continued at the following junctions :—

Jumna Bridge-Agra East Bank.	Raichur.
New Delhi (formerly Delhi Sadar).	Waltair.
Ghaziabad.	Khanalampura.
Ajni-Nagpur.	Chheoki.

At Chheoki (East Indian Railway) and Khanalampura (North Western Railway) an experiment was instituted from 5th November and 1st December, 1930 respectively, of carrying out repairs to wagons by neutral staff working under the neutral examiner under the general supervision of the Director of Wagon Interchange. An officer was placed on special duty to supervise the experiment whose report has since been received and is under consideration.

56. Debits for damages and deficiencies.—The debits raised for damages and deficiencies at junctions under neutral control show an increase during the year as will be seen from the figures given below. The increase is chiefly due to the revision, in January, 1931, of the charges for damaged body and floor plates; the charge for plates was previously As. 8 per square foot, but has now been fixed at Rs. 7-8 per plate.

	Number of wagons inter- changed.	Debit per wagon.		
		Rs.	A.	P.
1929-30	804,908	1	13	8
1930-31	857,433	2	10	5

The figure 804,908 for 1929-30 includes wagons repaired at Raichur and Waltair for the short periods from 1st and 15th February to 31st March, 1930, respectively, whereas the figure 857,433 includes wagons repaired at these junctions throughout the year 1930-31.

57. Railway Collieries.—The output from the principal railway owned collieries during 1930-31 compares with the previous year's output as follows :—

Colliery.	Owned by	Output (tons).	
		1929-30.	1930-31.
Bokharo Ramgarh	E. I. & B. N.	969,984	852,473
Sawang	E. I. & B. N.	96,776	101,471
Kurhurbaree and Serampore	E. I.	645,510	645,198
Bhurkunda	State	106,988	112,058
Kargali	State	914,059	817,582
Argada	B. N.	340,396	295,305
Jarangdih	B., B. & C. I. & M. & S. M. Railways.	116,910	95,401
	Total .	3,190,623	2,919,488

Bhurkunda Colliery.—The development of the underground workings, especially in the newly opened Kurse Seam is being rapidly pursued and all haulage, pumping and other mining machinery is being electrified. In the Simana Seam, coal is being worked by an electric coal-cutter. A mechanical screening plant for cleaning, picking and leading the whole of the output into broad gauge wagons was erected and works very satisfactorily.

Kargali Colliery.—During the year the following works were completed at Kargali Colliery :—

Sub-station built at 12 feet seam incline and put into service.

Transformer and Switchgear installed at 12 feet seam incline sub-station.

300 K.V.A. Transformer installed at Dhori Colliery in place of 150 K.V.A. H.T. and L.T. Switches were also changed.

Combined sub-station compressor house built on new site at No. 3 Quarry.

New 750 K.V.A. Transformer for Jarangdih Line was put into service.

There was only one fatal accident at the Colliery during the year.

The distribution of the output is given below :—

Colliery.	Steam.	Smithy.	Slack & Dust.	Rubble.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Kargali.</i>					
Great Indian Peninsula Rail- way.	409,074	1,975	2,826	36,689	450,564
East Indian Railway . .	158,288	...	15,098	...	173,386
Eastern Bengal Railway .	140,006	...	...	...	140,006
North Western Railway .	32,436	127	2,123	47	34,733
Sales	...	...	18,892	...	18,892
Total .	739,804	2,102	38,939	36,736	817,581
<i>Bhurkunda.</i>					
North Western Railway .	77,096	...	1,744	...	78,840
East Indian Railway . .	31,331	...	1,887	...	33,218
Total .	108,427	...	3,631	...	112,058

Tonnage of coal inspected by the State Railways Coal Department.—The State Railways Coal Department inspected 6,584,355 tons of coal required for railway purposes during 1930-31, as compared with 6,360,264 tons in 1929-30.

East Indian and Bengal Nagpur Bokharo Colliery.—An increase in output did not bring about a decrease in the cost of raising per ton owing to the

necessity for spending money on essential protective works at quarries. These works have been completed during the year, and it is considered that they will keep the quarries safe from inundation from adjoining nullahs. The cost of raising a ton of coal during the year was Rs. 2-13-6 or six annas more than in the previous year.

East Indian and Bengal Nagpur Sawang Colliery.—The driving of underground galleries proceeded satisfactorily. A new quarry was cleaned of its overburden, and is almost ready for the extraction of coal. The full development of this colliery has been somewhat delayed owing to financial stringency.

Bombay, Baroda and Central India and Madras and Southern Mahratta joint Jarangdih Colliery.—This colliery is being equipped for an output of 620,000 tons per annum. The progress anticipated in the scheme of development of this colliery has not been realised owing to large quantities of gas having been met with in underground working. Moreover, a serious explosion on 20th July, 1930, caused great damage in the underground workings and has further retarded progress in development. The amount raised during the year was 94,970 tons as against 126,991 tons in the previous year.

Bombay, Baroda and Central India and Madras and Southern Mahratta joint Religara-Dari Colliery.—This property was acquired in 1923. Development has been suspended for some years on the orders of the Railway Board.

East Indian Railway Giridih Collieries, Serampur Colliery.—In spite of the difficulties arising from a fire in the central pit, coal is being worked from that pit. Work in the other pits was satisfactory, and extensions of a shaft and an inclined plane have been pushed on rapidly.

Kurharbaree Colliery.—Difficult conditions in pillar extraction areas have been successfully overcome. Improvements in screening plant are being carried out. Development generally was satisfactory. While there was a slight decrease in the total output of these two collieries, the cost per ton on this output, excluding colliery consumption was Rs. 4-6-1 in the year under review as against Rs. 4-7-11 in the previous year.

The outturn from the by-product plant was :—

	Tons.
Coke	27,605
Tar	1,033
Sulphate of Ammonia	314
Sulphuric Acid	353
Benzol	18,236 Gallons.

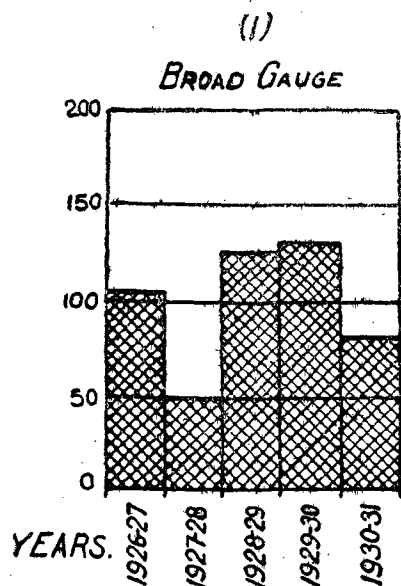
Bombay, Baroda and Central India Railway Colliery, Kurasia Colliery.—This property was acquired from Messrs. Tata Sons, Limited. It is 300 miles nearer to the headquarters of the railway than the Jarangdih and Religara-Dari joint Bombay, Baroda and Central India and Madras and Southern Mahratta collieries. Preliminary work has been started. It is proposed to develop the colliery for an output of 180,000 tons per annum.

Madras and Southern Mahratta Railway Colliery, Talchar Colliery.—Including the outlay during the year, about Rs. 32 lakhs have been spent on the development of this colliery which is proceeding satisfactorily. Coal is proposed to develop the colliery for an output of 180,000 tons per annum.

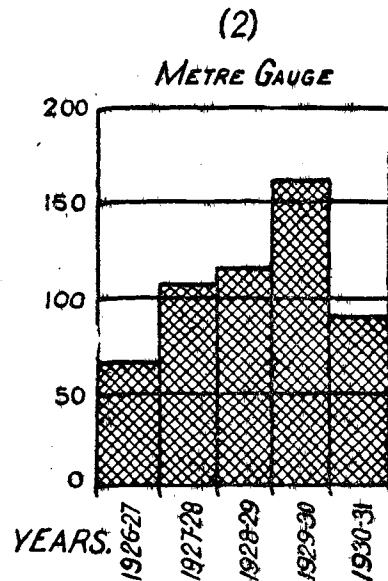
Bengal Nagpur Railway, Argada Colliery.—The output of the colliery was less during the year as compared with the previous year owing to flooding which was caused by breaches in irrigation bunds in the neighbourhood.

Coal mined in India.—In 1930, the coal mined in the various provinces of British India amounted to 22,683,861 tons as against 22,308,174 tons in 1929, or an increase of 375,648 tons.

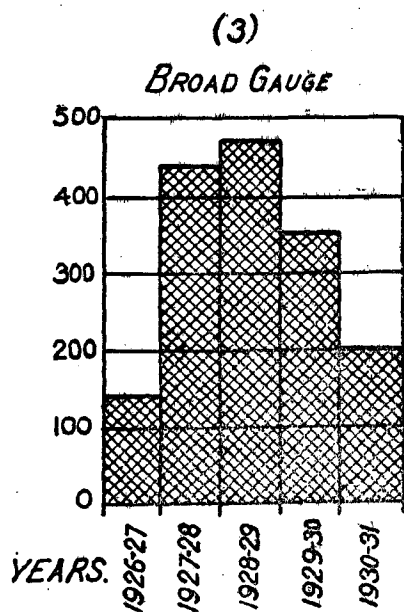
Shipment of coal from Calcutta.—Including bunker coal, shipments from the port of Calcutta to Indian and Foreign ports during 1930-31 amounted to 2,804,875 tons, of which 652,971 tons were on account of Indian Railways, and 170,145 tons for the Ceylon Government Railways, or a total of 823,116 tons as compared with 902,912 tons in 1929-30. The above represents shipment by sea-going vessels. At the Dock and Garden Reach coal berths, 131,158 tons of coal were shipped by boats and flats during the same period.



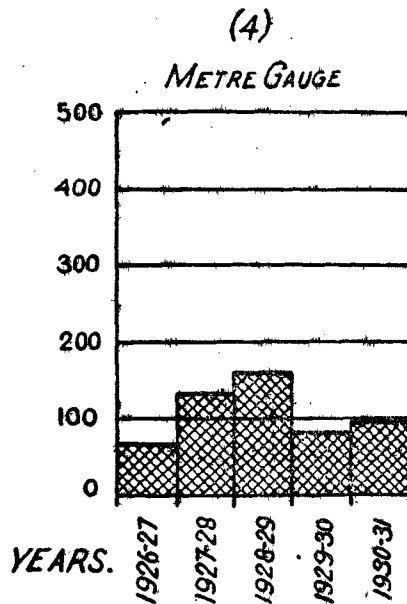
Number of Locomotives provided for in the Rolling Stock Programme.



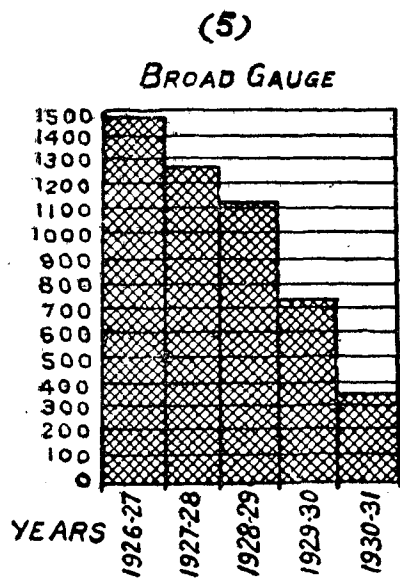
Number of Locomotives provided for in the Rolling Stock Programme.



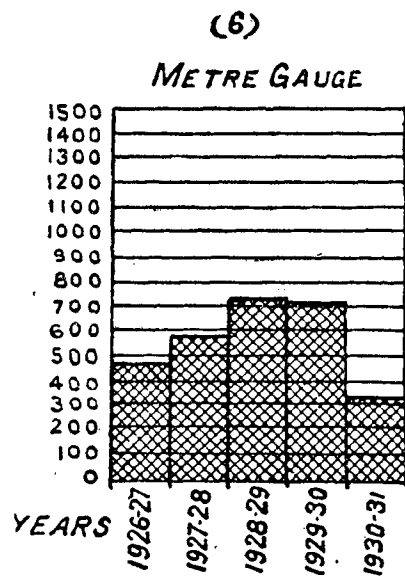
Number of Extra Boilers provided for in the Rolling Stock Programme.



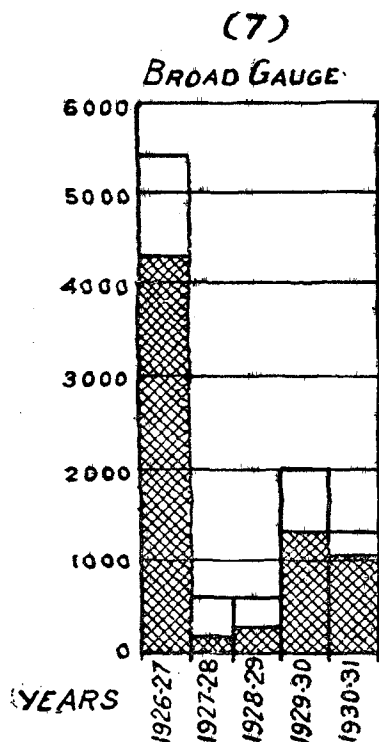
Number of Extra Boilers provided for in the Rolling Stock Programme.



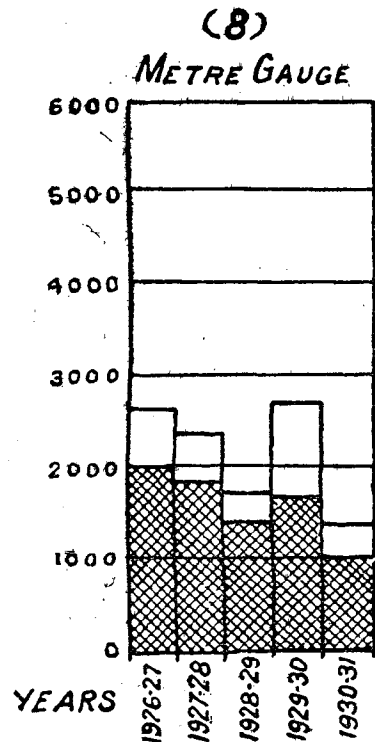
Number of Coaching Stock Units provided for in the Rolling Stock Programme.



Number of Coaching Stock Units provided for in the Rolling Stock Programme.



General Service & Other Types of Wagons in Units provided for in the Rolling Stock Programme.



General Service and Other Types of Wagons in Units provided for in the Rolling Stock Programme.

General Service Wagons shown thus

Other Types shown thus



CHAPTER V.

ROLLING STOCK AND MATERIALS.

58. Additions to equipment.—During the year the rolling stock, including arrears brought forward from previous years, was on order for broad and metre gauge railways respectively as follows:—

<i>Item.</i>	<i>Broad Gauge.</i>	<i>Metre Gauge.</i>
Locomotives	190	174
Coaching Stock	1,318	990
Goods Stock	1,674	3,376

Those actually placed on the line by the end of the year were as follows:—

<i>Item.</i>	<i>Broad Gauge.</i>	<i>Metre Gauge.</i>
Locomotives	174	85
Coaching Stock	892	465
Goods Stock	1,492	2,410

59. Coaching and goods stock are stated in terms of four-wheelers, a bogie being reckoned as two four-wheelers. These figures do not represent the actual net additions to rolling stock as they include stock built in replacement of existing engines and vehicles which had reached the end of their useful life.

Engines.—158 broad gauge and 46 metre gauge locomotives were replaced during the year by new ones and in addition 16 broad gauge and 39 metre gauge new locomotives were added to the stock. A further steady rise is apparent in the average tractive effort per engine which rose from 23,536 lbs. to 24,424 lbs. on the broad gauge and from 13,943 lbs. to 14,260 lbs. on the metre gauge.

Coaching vehicles.—975 old type broad gauge carriages were scrapped, 892 of them being replaced by modern vehicles of higher capacity, with the result that the seating accommodation was increased by 644 first class, 168 second class and 1,316 intermediate class seats. On the metre gauge, there was an increase of 235 first class, 731 second class, 852 intermediate class and 9,303 third class seats.

Wagons.—2,213 broad gauge wagons were scrapped during the year and 1,492 of them were replaced. The net reduction in number was thus 721 and in tonnage capacity 2,286 tons. The metre gauge stock was increased by 1,406 in number and 31,306 in tons of capacity.

60. The graphs reproduced indicate the total number of locomotives, boilers, carriages and wagons, including replacements, provided for in the programmes of Class I railways during the past five years.

61. Standardisation of locomotives.—At the close of the year, 660 locomotives constructed to the Indian Railway Standard designs had been received and placed in service, and a further 121 standard locomotives were on order. The locomotives now in service represent 16 different types (nine 5 ft. 6 ins. gauge, five 3 ft. 3½ ins. gauge and two 2 ft. 6 ins. gauge) and include 5 ft. 6 ins. gauge 4-cylinder express passenger locomotives (XS) and 5 ft. 6 ins. and 3 ft. 3½ ins. gauge tank locomotives for short branch line passenger traffic (XT and YT) which made their first appearance in India during the year.

The Locomotive Standards Committee met twice, in April and December, 1930. In addition to dealing with various minor modifications in design which further experience with the running of the standard locomotives has shown to be necessary, the Committee prepared diagrams for two further alternative

standard types of light metre gauge locomotive to replace the existing standard YF type which has not proved satisfactory in service and made various recommendations in regard to the application of grease lubrication to locomotives, the preliminary trials of which show a considerable economy over oil lubrication.

62. Standardisation of Rolling Stock.—The total number of standard underframes and wagons in service at the close of year was (expressed in terms of 4-wheeled units) 2,132 and 5,829 respectively, of which 2,066 underframe units and 5,243 wagon units were built in India. During the year orders were placed for a further 592 standard underframe units and 3,932 wagon units, the whole to be built in India. The Carriage and Wagon Standards Committee met once during the year, *viz.*, in November 1930, the principal subjects dealt with by the Committee being specifications for steel coaching bodies and improved buffers for 4-wheeled and bogie stock and the standardisation of electrical equipment. The Indian Railway Standard vacuum brake part drawings were completed and published during the year and a start was made with the preparation of Indian Railway Standard underframe, body and wagon part drawings which, it was expected, would be completed and published during 1931-32. Detailed drawings of higher capacity open and covered broad gauge wagons with 19-ton axle loads (OX and CX) were prepared and orders for the construction of six sample wagons of each type placed with Indian firms.

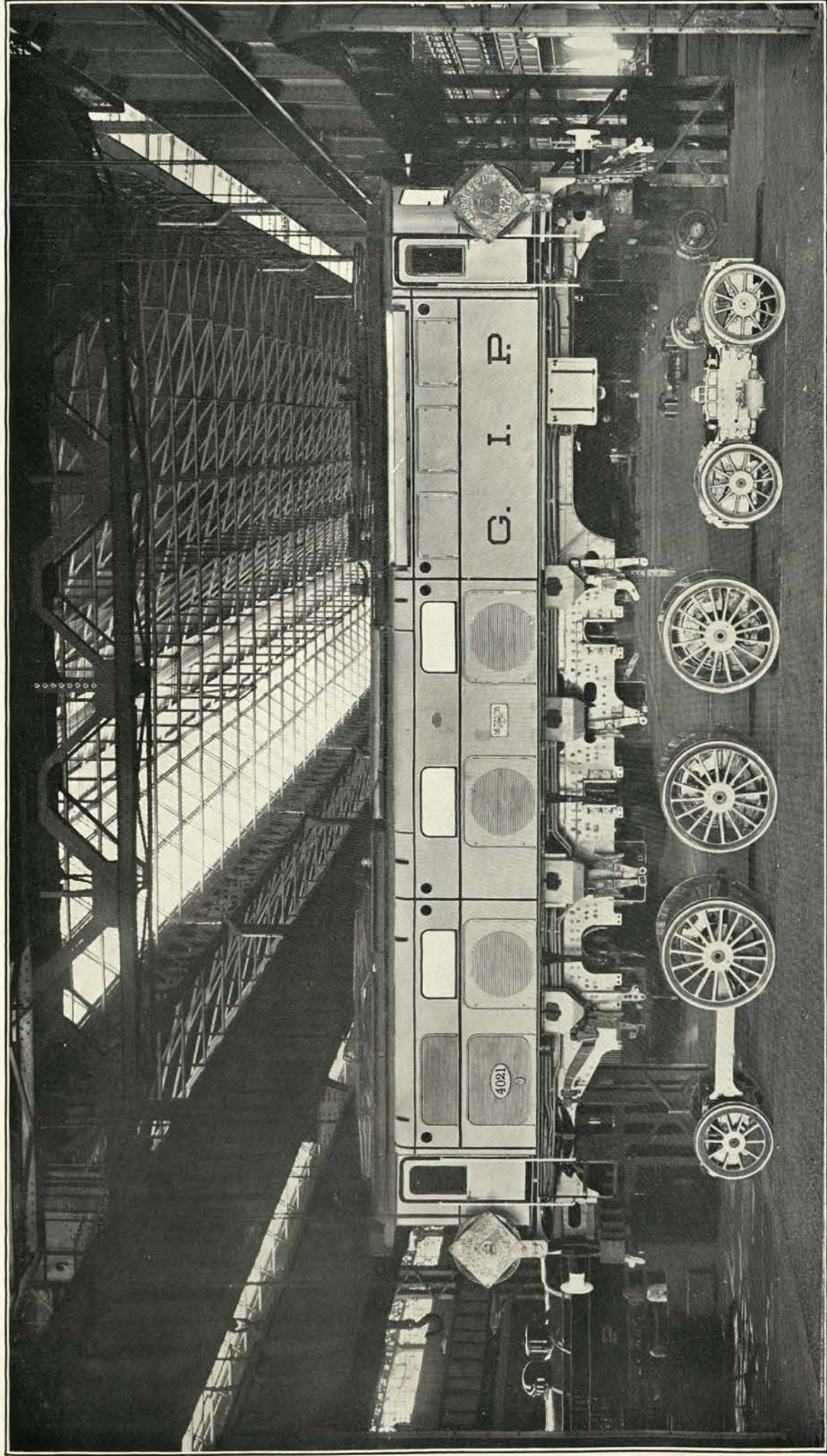
63. Stores Standards Committee.—The Committee on Standards and Specifications met once in February, 1931, and provisionally approved of 15 additional specifications. 150 Indian Railway Standard specifications were drafted of which 95 were published. It was expected that the publication of all specifications hitherto adopted by the Committee would be effected during the year 1931-32, and the present arrears of work wiped off.

64. Supply of rails and fish plates from indigenous sources.—During the year orders amounting to approximately 92,418 tons of rails and 3,241 tons of fishplates were placed with the Tata Iron and Steel Company. In this tonnage is included an order for 11,814 tons of 115 lbs. section rails for the East Indian and Eastern Bengal Railways. A representation having been received from the Tata Iron and Steel Company concerning the paucity of rail orders received by them during the past few years, it was decided to pay an enhanced price of Rs. 20 per ton for rails of 50—100 lbs. sections and Rs. 10 per ton for 115 lbs. rails ordered for Indian Railways during 1930-31 and 1931-32.

65. Development of the use of indigenous timbers for carriage building.—The Sturtevant kilns for seasoning timber, which were erected at Lillooah in 1929-30, came into full working during the year. The officer-in-charge of the Seasoning Section at the Forest Research Institute, Dehra Dun, was lent by the Inspector General of Forests and under his supervision several improvements were made in the circulation system of the kilns. As difficulty had been experienced in connection with the purchase and identification of some of the lesser known timbers which are under trial, arrangements were made with the Forest Department throughout India and Burma for their officers to place orders for, and inspect and identify the timber required for 1931-32, and in consequence considerable economy in purchase was effected.

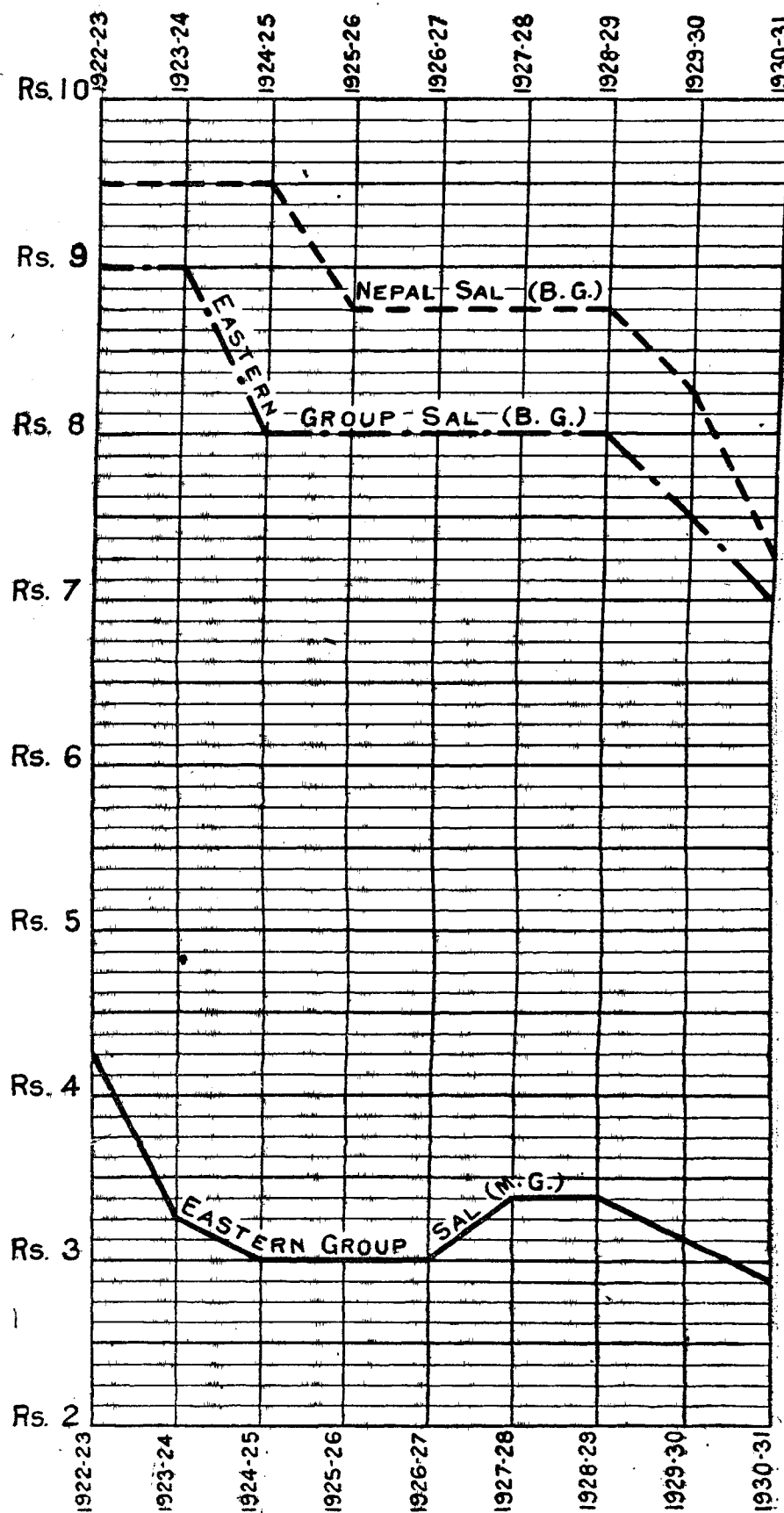
A new type of panel, composed of veneers built up on a laminated core, was successfully prepared at the Forest Research Institute, Dehra Dun, and two sets of 76 panels each, were supplied to the Great Indian Peninsula Railway, one set of toon (*cedrela toona*) and one set of poon (*calophyllum spp.*), for use in two dining cars. It is believed that these panels will not warp, swell or contract under changing climatic conditions to anything like the same extent as solid panels. Mechanical tests prove the laminated construction to be considerably stronger than solid panels of equal thickness and the cost is about the same.

GREAT INDIAN PENINSULA RAILWAY.



Electric passenger locomotive lifted by 120-ton crane, Parel Shops.

AVERAGE PRICE PAID FOR SAL SLEEPERS FOR BROAD GAUGE AND
METRE GAUGE TRACK.



During the year several railways placed trial orders for 3-ply boards made of veneers of Indian timbers in order to compare them with the imported article. The price of timber generally fell during the year, especially in Rangoon. A noticeable result of this has been increased purchases of Burma teak in the form of planks at rates which compare favourably with those paid for squares. A tendency to make increased use of Indian Teak and indigenous timbers was observed, especially on the North Western Railway and the East Indian Railway. The total amount spent on timber, other than sleepers, by Class I Railways (excluding His Exalted Highness the Nizam's State Railway and the Jodhpur Railway) during the year was Rs. 84.50 lakhs.

66. Wooden Sleeper Purchase Organisation.—The total number of wooden sleepers purchased during 1930-31 was 15.04 lakhs broad gauge and 11.47 lakhs metre gauge, a drop of 7½ lakhs and 2 lakhs respectively compared with the previous year. The decrease is due to shortage of funds and absence of construction, and to the fact that considerable stocks were in hand at the opening of the year.

The percentage of the various types of sleepers on Class I Railways are as follows:—

	Wood.	Cast Iron.	Steel.	Other kinds.
<i>Broad gauge—</i>				
1928-29	45.8	38.7	15.1	0.4
1929-30	44.2	38.6	16.8	0.4
	<u>- 1.6</u>	<u>- 0.1</u>	<u>+ 1.7</u>	<u>...</u>
<i>Metre gauge—</i>				
1928-29	74.5	6.7	18.6	0.2
1929-30	73.3	6.5	20.0	0.2
	<u>- 1.2</u>	<u>- 0.2</u>	<u>+ 1.4</u>	<u>...</u>

No wooden sleepers were imported from abroad during the year. A fresh arrangement was made for sal sleepers from the forests of Nepal for about 5 lakhs of sleepers, over a period of 3 years, at a reduced price of Rs. 7-8, a reduction of 12 annas per sleeper since the last arrangement and Rs. 2 since 1924-25. In the Northern Group the price of sleepers fell by March 1931 to deodar Rs. 4-14, kail Rs. 3, chir Rs. 2-14 and fir Rs. 2-4 for the small quantities required on annual contracts. These prices compare with the 5 years contracts, which expire on 30th June 1933, as follows: deodar Rs. 6-8, chir Rs. 3-8 and fir Rs. 3-4. In the Eastern Group Rs. 7 was paid for sal broad gauge compared with Rs. 7-8 in the previous year.

At Dhilwan, on the North Western Railway, over 4 lakhs of softwood coniferous sleepers were treated with 50 per cent. creosote and 50 per cent. liquid fuel at an approximate cost of Rs. 1-9 per sleeper compared with Rs. 1-13-9 last year. An experiment in charcoal manufacture from sleeper ends proved successful. As the consumption of charcoal on the North Western Railway is about 300 tons a year and the supply can now be made at Rs. 1-3 per maund, compared with Rs. 2-8 per maund f.o.r. Karachi, a total annual saving of about Rs. 30,000 is expected. At Naharkatya, on the Assam Bengal Railway, 2½ lakhs of Hollong and Hollock sleepers were treated with the same mixture as above. The cost of treating these metre gauge sleepers fell from Rs. 1-3 last year to 13 annas this year.

The total amount spent on wooden sleepers on Class I Railways (excluding His Exalted Highness the Nizam's State Railway and the Jodhpur Railway) was Rs. 1.75 crores.

The fifth annual meeting of the Sleeper Pool Committee, with the Director, Civil Engineering, Railway Board, as chairman, and the Timber Advisory Officer with the Railway Board, as secretary, was held at Simla on the 4th July, 1930.

67. Value of railway materials purchased.—The value of stores purchased by Class I Railways (excluding His Exalted Highness the Nizam's State and Jodhpur Railways which are mainly the property of Indian States) shows a large decrease from Rs. 30·06 crores in 1929-30 to Rs. 23·75 crores in 1930-31. The principal decreases, as indicated below, were under rolling stock (Rs. 247 lakhs), tools and stores (Rs. 146 lakhs), and permanent way (Rs. 150 lakhs). Of the total decrease of Rs. 6·31 crores, Rs. 4·66 crores were accounted for under 'imported materials' and Rs. 1·65 crores under 'indigenous materials', the decrease under the latter being mainly under permanent way (Rs. 103 lakhs), rolling stock (66 lakhs), and tools and stores (Rs. 43 lakhs). Against this the head 'other materials' recorded an increase of Rs. 50 lakhs.

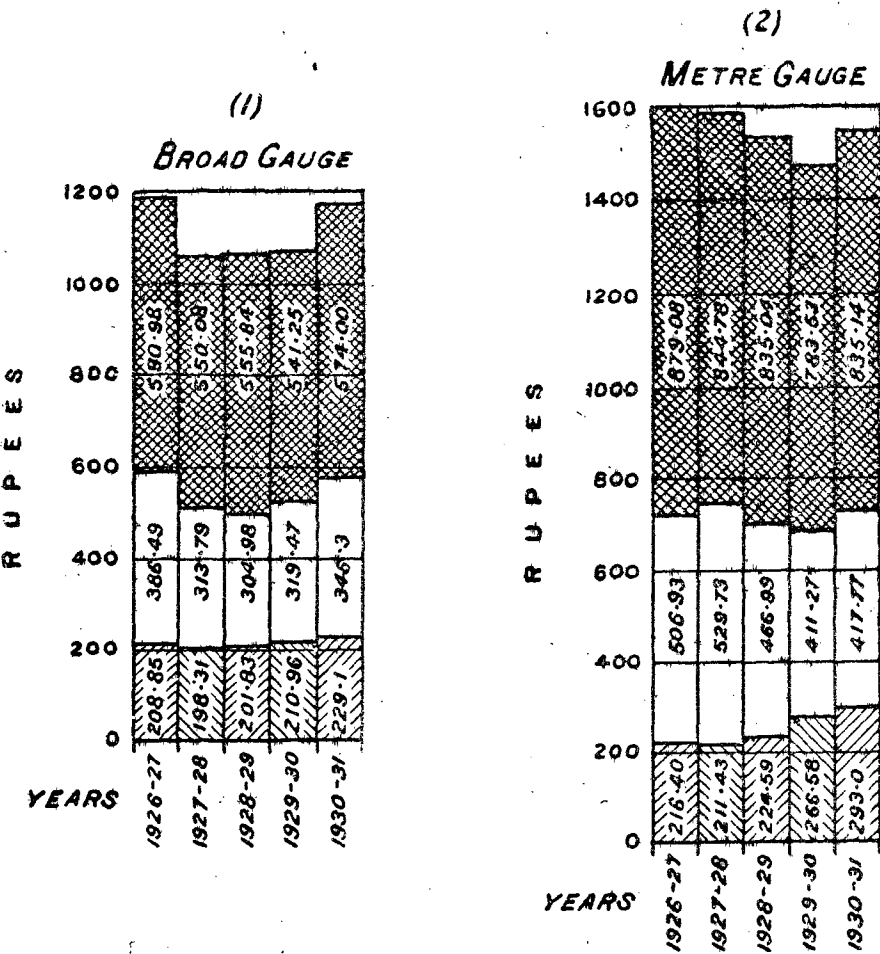
Heading.	VALUE OF IMPORTED MATERIALS.			Value of indigenous materials.	Total purchases 1930-31.	Total purchases 1929-30.
	Purchased direct.	Purchased through Agents in India.	Total imported materials.			
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Rolling-stock	4·29	1·18	5·47	0·97	6·44	8·91
Tools and stores	0·37	2·87	3·04	2·64	5·68	7·14
Permanent-way	0·10	0·09	0·19	3·86	4·05	5·55
Electric plant	0·60	0·78	1·38	0·02	1·40	2·16
Building and station materials and fencing	0·16	0·24	0·40	0·17	0·57	0·57
Bridge work	0·15	0·06	0·21	0·11	0·32	0·53
Workshop machinery	0·14	0·32	0·46	...	0·46	0·66
Engineer's plant	0·09	0·12	0·21	0·02	0·23	0·44
Other materials*	...	0·21	0·21	4·39	4·60	4·10
TOTAL	5·90	5·67	11·57	12·18	23·75	30·06

* Other materials consist of coal and coke, stone, bricks, lime and ballast, etc.

68. Purchase of Stores by Railways through the Indian Stores Department.—The value of 'textile and leather' and 'engineering' hardware and miscellaneous stores purchased by railways through the Indian Stores Department during the year under review amounted to Rs. 38·24 and Rs. 89·74 lakhs respectively as against Rs. 41·17 and Rs. 109·28 lakhs during the previous year. The reduction during the year 1930-31 is due chiefly to the general fall in market prices, and retrenchment by railways in the purchase of stores.

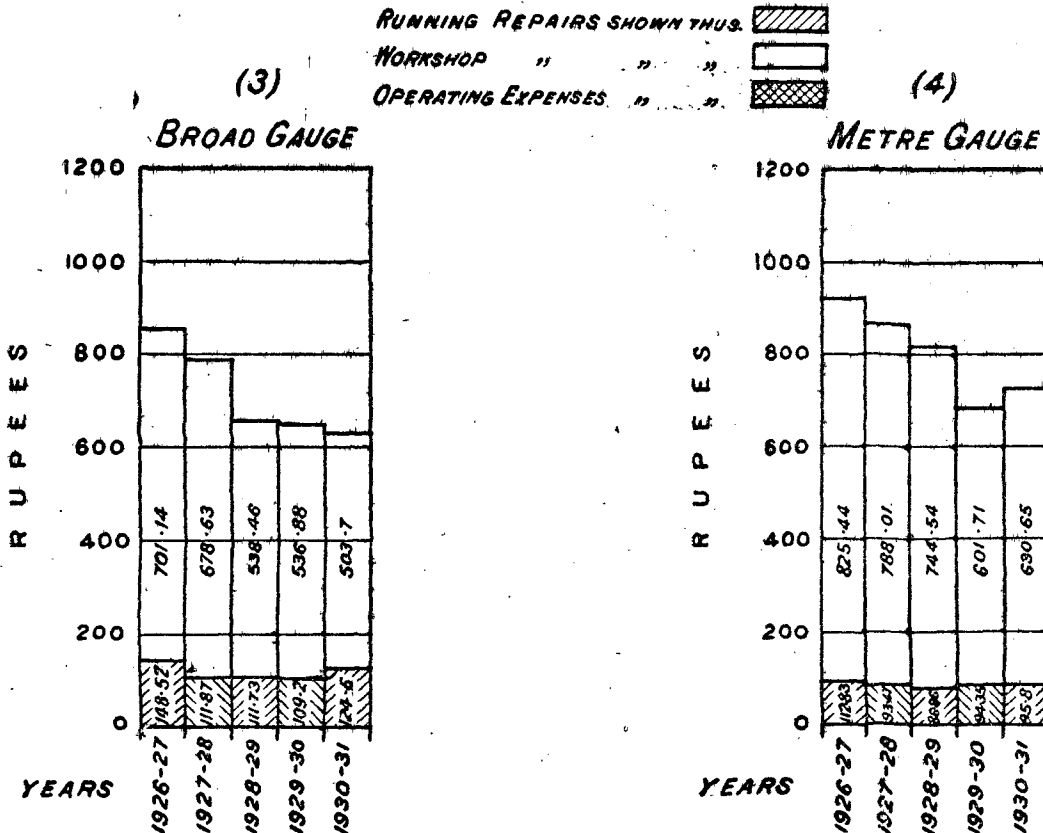
69. Cost of maintenance and supply of locomotive power and cost of maintenance and operation of carriage and wagon stock.—The results obtained during the year under review and the four previous years in regard to the cost of maintenance and supply of locomotive power under the three major heads of accounts (running repairs, workshop repairs and operating expenses) and also of the cost of maintenance and operation of carriage and wagon stock, per 1,000 gross ton miles for both broad and metre gauges of the Class I railways in India, are reproduced in graphic form.

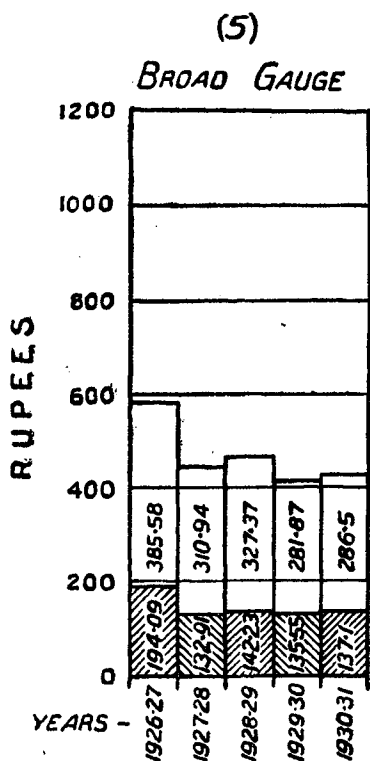
COST OF MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER PER 1,000 GROSS TON MILES.



COACHING VEHICLES.

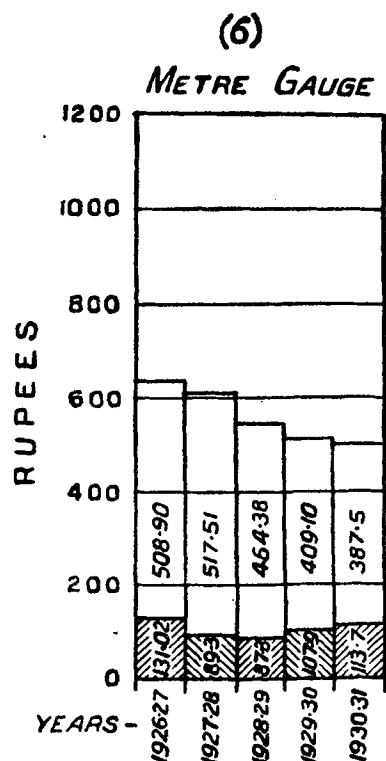
COST OF MAINTENANCE AND OPERATION OF CARRIAGE AND WAGON STOCK PER 1,000 GROSS TON MILES.





GOODS VEHICLES.

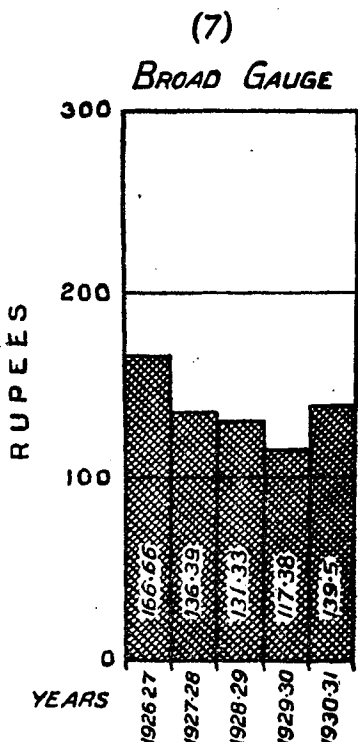
Cost of Maintenance and Operation of
Carriage and Wagon Stock per 1,000
Gross Ton Miles.



GOODS VEHICLES.

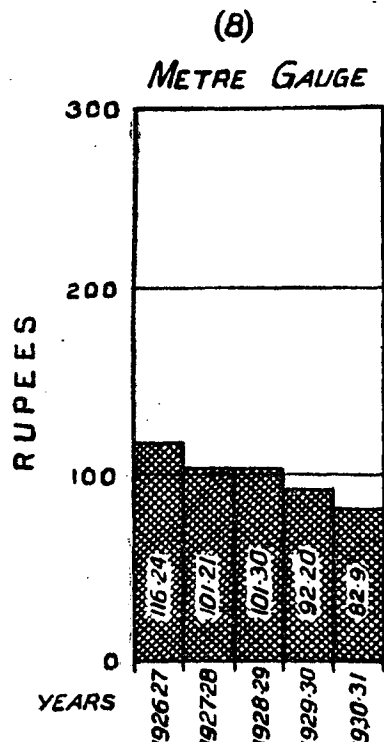
Cost of Maintenance and Operation of
Carriage and Wagon Stock per 1,000
Gross Ton Miles.

RUNNING REPAIRS SHOWN THUS....
WORKSHOP REPAIRS SHOWN THUS..
OPERATING EXPENSES SHOWN THUS.



OPERATING EXPENSES.

Cost of Maintenance and Operation of
Carriage and Wagon Stock per 1,000
Gross Ton Miles.

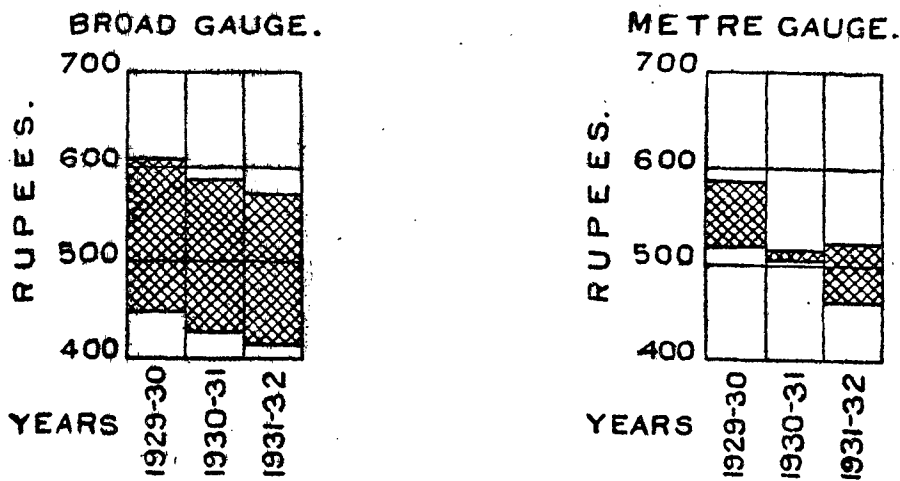


OPERATING EXPENSES.

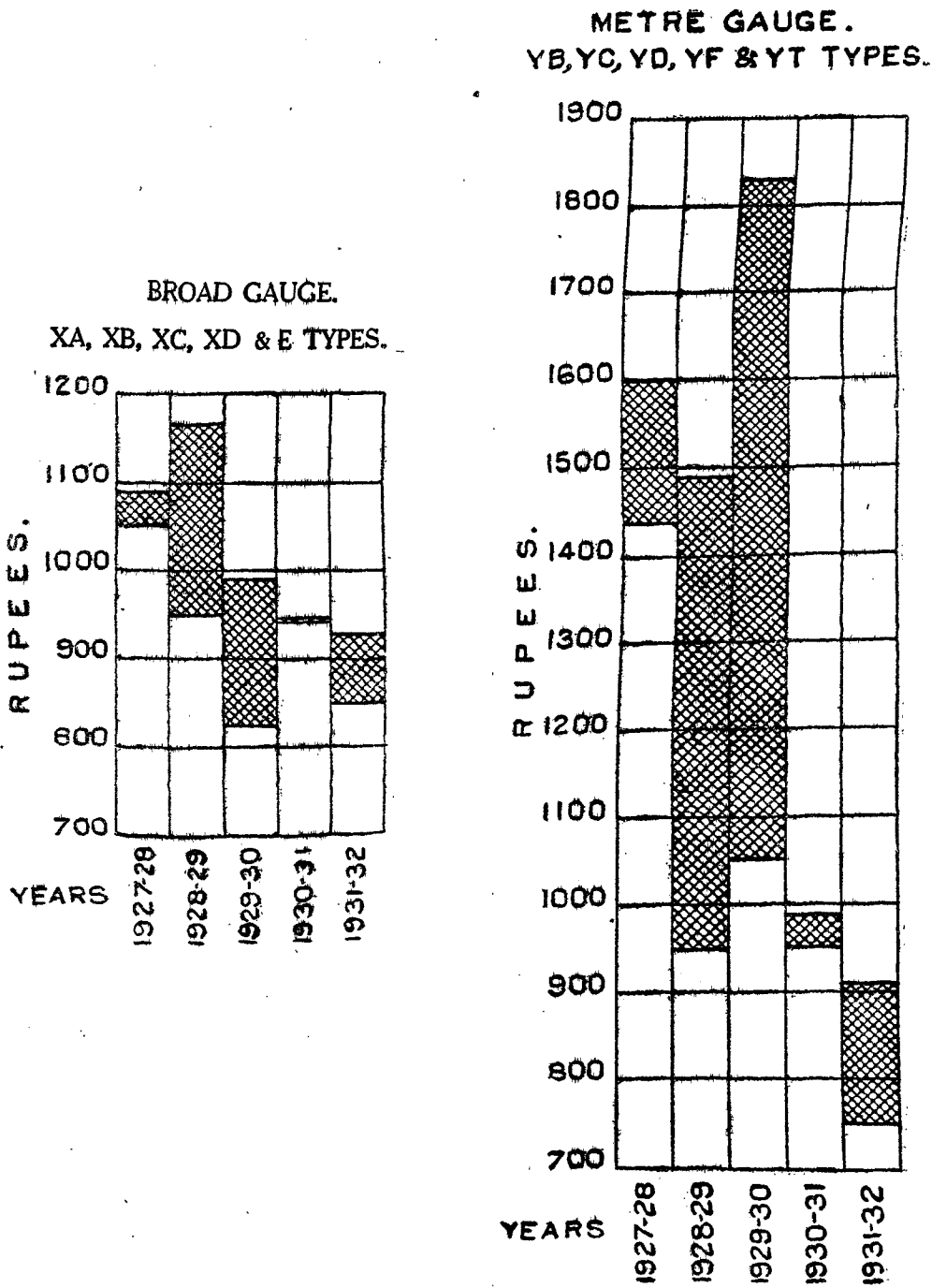
Cost of Maintenance and Operation of
Carriage and Wagon Stock per 1,000
Gross Ton Miles.

MAXIMUM & MINIMUM PRICES PER TON IN RUPEES FOR INDIAN RAILWAY STANDARD LOCOMOTIVES & ROLLING STOCK.

I.R.S. GENERAL SERVICE WAGONS.



I.R.S. LOCOMOTIVES.



70. Number, price and weight of Indian Railway Standard Locomotives ordered since 1927—

Broad Gauge.

Type.	1927					Weight	Number ordered.	Price
						Empty engine and tender in tons.		Rs. each.
XB						105.00	2	1,13,824
XD						120.09	5	1,26,500
XF						98.33	6	1,10,850
XG						116.45	3	1,37,625
1928								
XA						82.77	20	96,300
XB						103.53	24	1,13,824
XC						123.25	28	1,17,280
XD						120.41	11	1,26,500
XE						143.40	16	1,44,708
XS						131.23	4	2,01,496
1929								
XA						82.77	39	81,450
XB						103.53	23	1,02,030
XC						123.25	32	1,08,900
XD						120.41	6	1,19,408
XE						143.40	28	1,17,750
XT						32.05	18	45,800† 40,578‡
1930								
XA						82.77	27	78,000
1931								
XA						82.77	17	69,988
XB						104.00	16*	96,200

Metre Gauge.

1927								
YB	.	.	.	.	.	61.91	6	89,534
YC	.	.	.	.	.	66.90	7	1,07,100
YD	.	.	.	.	.	67.30	34	98,520
1928								
YB	.	.	.	.	.	61.91	18	81,040
YD	.	.	.	.	.	67.24	27	78,080
YD	.	.	.	.	.	67.24	17	99,820
YF	.	.	.	.	.	43.49	22	41,024
1929								
YB	.	.	.	.	.	61.91	26	66,900
YD	.	.	.	.	.	67.24	33	72,000
YF	.	.	.	.	.	43.49	40	45,770
YT	.	.	.	.	.	19.98	2	42,375*
								37,562†
1930								
YD	.	.	.	.	.	67.24	12	66,000
YF	.	.	.	.	.	43.49	5	46,920§
								41,283‡
1931								
YC	.	.	.	.	.	66.90	10	50,669
YF	.	.	.	.	.	43.49	3	39,150

* (10 without tenders.)

† Dismantled.

‡ Fully erected.

§ Dismantled for packing.

CHAPTER VI.

STAFF.

71. Number of staff.—The total number of employees on all Indian Railways and in the office of the Railway Board and other offices subordinate thereto (excluding staff employed on construction) at the end of the year 1930-31 was 781,130 as compared with 817,733 at the end of 1929-30. The increase in route mileage during the same period was 557 miles. The following table shows the number of employees by communities on the 31st March, 1930 and 1931. A similar statement showing details by railways is given as Appendix C of Volume II of the Report by the Railway Board on Indian Railways for 1930-31.

Date.	Europeans.	STATUTORY INDIANS.					GRAND TOTAL.
		Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Other classes.	Total.	
31st March, 1930 .	4,981*	579,040*	182,349*	14,647*	36,716*	812,752*	817,733*
31st March, 1931 .	4,799	553,851	172,321	14,350	35,809	776,331	781,130

* The figures with asterisk represent revised figures due to minor corrections made in the figures published last year.

72. Cost of staff.—The following statement shows the number and cost of all staff, superior and subordinate (including labourers), permanent and temporary, open line and construction, employed on Class I Railways during the years 1929-30 and 1930-31. Contractors' labour is not included.

Railway Systems.	Year.	NUMBER OF STAFF ON 31st MARCH.						COST OF STAFF.		
		OPEN LINE.			CONSTRUCTION.			Gazetted Officers.	Non-gazetted employees.	TOTAL.
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.			
1	2	3	4	5	6	7	8	9	10	11
								Rs.	Rs.	Rs.
Assam Bengal . {	1930	70	16,227	16,297	8	1,121	1,129	11,61,849	65,34,045	76,95,894
	1931	69	16,335	16,404	4	683	687	11,30,552	63,77,651	75,08,203
Bengal and North-Western. {	1930	69	27,785	27,854*	3	153	156	10,76,347	66,99,959	77,76,306
	1931	68	27,719	27,787	3	156	159	10,97,247	68,19,530	79,16,777
Bengal Nagpur . {	1930	208	72,048	72,256*	12	1,144	1,156	38,13,652	3,08,21,417	3,46,35,069*
	1931	211	71,129	71,340	9	1,130	1,139	37,80,454	3,03,43,143	3,41,23,597
Bombay, Baroda and Central India. {	1930	177	73,969	74,146*	11	1,785	1,796*	33,65,895	4,27,60,592	4,61,26,487*
	1931	183	71,684	71,867	5	677	682	31,15,118	4,37,74,214	4,68,89,332
Burma . {	1930	117	27,713	27,830*	9	668	677*	20,12,588	1,46,69,247	1,66,81,835
	1931	115	26,987	27,102	4	138	142	19,90,816	1,38,44,735	1,58,35,551
Eastern Bengal . {	1930	130	55,816	55,946*	7	1,812	1,819*	20,56,757	2,50,46,499	2,71,03,256*
	1931	130	53,627	53,757	5	1,312	1,317	22,73,477	2,45,19,374	2,67,92,851

NOTE 1.—The figures with asterisk represent revised figures for 1929-30 due to changes made by the railway administrations in the figures published last year.

NOTE 2.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.

Railway Systems.	Year.	NUMBER OF STAFF ON 31st MARCH.						COST OF STAFF.		
		OPEN LINE.			CONSTRUCTION.			Gazetted Officers.	Non-gazetted employees.	TOTAL.
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.			
1	2	3	4	5	6	7	8	9	10	11
								Rs.	Rs.	Rs.
East Indian . . .	1930	315	149,968	150,283	23	3,341	3,364	64,63,959	6,48,87,716	7,13,51,675*
	1931	324	141,618	141,942	13	2,991	3,004	54,06,910	6,91,37,759	7,45,44,669
Great Indian Penin- sula.	1930	242	112,685	112,927	3	81	84	50,72,451	5,61,11,329	6,11,83,780
	1931	228	98,115	98,343	2	58	60	51,06,039	5,49,80,342	6,00,86,481
Jodhpur . . .	1930	21	7,943	7,964*	1	425	426	3,25,254	23,96,363	27,21,617*
	1931	21	7,539	7,560	1	72	73	3,25,848	24,85,226	28,11,074
Madras and South- ern Mahratta.	1930	147	53,768	53,915	10	2,018	2,028	26,58,618	2,27,05,535	2,53,64,153
	1931	147	53,096	53,243	3	1,983	1,986	25,70,787	2,41,44,676	2,67,15,463
Nizam's State . . .	1930	49	15,923	15,972	3	131	134	9,45,605	55,82,492	65,28,097
	1931	48	17,777	17,825	5	425	430	9,05,676	57,66,543	66,72,219
North Western . . .	1930	288	123,270	123,558*	25	1,865	1,890*	46,51,000	6,37,50,000	6,84,01,000*
	1931	297	115,213	115,510	26	3,981	4,007	44,64,000	6,29,68,000	6,74,32,000
Rohilkund and Kumaon.	1930	13	6,144	6,157*	Nil	Nil	Nil	2,22,924	14,69,448	16,92,372*
	1931	16	6,130	6,146	Nil	Nil	Nil	2,12,926	15,12,163	17,25,089
South Indian . . .	1930	132	38,665	38,797*	17	790	807	22,34,005	1,74,57,608	1,96,91,613
	1931	136	39,149	39,285	13	437	450	21,47,695	1,80,19,269	2,01,66,964
TOTAL . . .	1930	1,978	781,924	783,902*	132	15,334	15,466*	3,60,60,904	36,08,92,250	39,69,53,154
	1931	1,993	744,118	746,111	93	14,043	14,136	3,45,27,595	36,46,92,625	39,92,20,220

NOTE 1.—The figures with asterisk represent revised figures for 1929-30 due to changes made by the railway administrations in the figures published last year.

NOTE 2.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.

The above statement shows that the total number of staff on open line on 31st March, 1931, was less by 37,791 than on 31st March, 1930. The total number of staff on construction was less by 1,330. The greater part of the reduction in numbers was however made shortly before the close of the year and its effect is therefore not reflected in the total cost of staff, which in the year 1930-31 was Rs. 22,67,066 greater than in the year 1929-30.

73. Indianisation.—*Recruitment of superior officers.*—*State-managed Railways.*—(1) The importance of railways in the life of the country and the wide scope of employment which they offer naturally makes the "Indianisation" of the railway services a matter which arouses great public interest. In the last report a reference was made to the decision, taken in 1925 as a result of the recommendations of the Lee Commission, to take steps to advance recruitment in India to 75 per cent. of the total number of vacancies in the Superior Services and to the special measures adopted to encourage the recruitment of Indians for the Transportation (Power) and Mechanical Engineering Department where owing to the lack of qualified candidates in the country the recruitment prior to 1929-30 was practically confined to Europeans. As a result of similar measures taken during the year under review, two Indians have been recruited for these departments through the High Commissioner for India and the Public Service Commission had been requested to arrange for the recruitment of three more in India.

74. The following table gives a summary of the permanent recruitment made for gazetted ranks in the various departments on State-managed Railways during the year under review.

Department.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	FILLED BY						
								Europeans.	Statutory Indians.					
									Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Other classes.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
1. Agency	1	...	...	...	1	1	...	...	...	...	...	...	...	
2. Accounts	...	...	2	...	2	...	2	1	...	...	1	...	1	
3. Engineering	6	...	10	...	16	2	14	2	7	3	1	1	12	
4. Transportation and Commercial (Traffic).	14	...	13	...	27	2	25	4	7	1	12	1	21	
5. Transportation (Power) and Mechanical Engineering.	1	...	9	...	10	...	10	2	2	1	4	1	8	
6. Stores Department	3	...	2	...	5	2	3	...	1	...	1	1	3	
7. Other Departments	...	1	5	...	6	...	6	3	3	...	...	...	3	
8. Total	1930-31 .	25	1	41	...	67	7	60	12	20	5	19	4	48
	1929-30 .	25	...	41	...	66	25	41	12	19	4	3	3	29
9. Percentage of Europeans to number of vacancies filled.	1930-31 .	20.0												
	1929-30 .	29.3												
10. Percentage of Statutory Indians to number of vacancies filled.	1930-31 .	80.0												
	1929-30 .	70.7												

NOTE 1.—It is usual to publish this statement in two parts, one showing the permanent vacancies, and the other the total vacancies, whether permanent or temporary, filled during the year. As during the year under report no temporary appointments were made, the statement is published in one part.

NOTE 2.—Since the primary object of this statement is to show the number of vacancies and how they were filled, an officer, whose recruitment was arranged for during a particular year, has been regarded as having been appointed during that year, even if he happened to join during the ensuing year. The actual recruitment was finally made mostly in July and August 1931 and includes appointments by promotion made for the year 1931-32 which will be detailed in the next report.

NOTE 3.—The question of amending the form of this statement in consultation with the Central Advisory Council for Railways is under consideration. Pending such amendment, the additions made to the cadres, mainly on account of leave and deputation reserves, with effect from the 1st March 1931, have been disregarded. This does not however affect the figures in columns 8 to 14.

75. It will be noticed from the statement that during the year under review the total number of permanent appointments made in the gazetted ranks on State-managed Railways was 60 of which 12 went to Europeans and 48 to Statutory Indians, of whom 20 were Hindus, 5 Muslims, 19 Anglo-Indians and domiciled Europeans and 4 of other communities. The ratio of Indian to European recruitment was 80 to 20 in respect of permanent appointments. The percentage of Indian recruitment in the various departments was :—

Department.	Per cent.
Accounts	50·0
Engineering	85·7
Transportation and Commercial (Traffic)	84·0
Transportation (Power) and Mechanical Engineering	80·0
Stores Department	100·0
Other Departments	50·0

Among Indian recruits the proportionate recruitment from each community was as shown below :—

	Per cent.
Hindus	41·7
Muslims	10·4
Anglo-Indians and domiciled Europeans	39·6
Other classes	8·3

The figures in the statement represent recruitment made for gazetted ranks. They exclude promotions from the Lower Gazetted Services to the Superior Services, but on the other hand include appointments made by promotion from the subordinate ranks to the Lower Gazetted Services. In order to work out the recruitment made for the Superior Services it would be necessary to include the former and exclude the latter and on this basis the total recruitment for the Superior Services comes to 49 made up as under—

Europeans	12
Hindus	20
Muslims	5
Anglo-Indians and domiciled Europeans	8
Other classes	4
	—
TOTAL	49
	—

On the basis of these figures the ratio of Indian recruitment for the Superior Services amounts to 75·5 per cent.

The above figures do not include the appointment of 12 apprentices, all of Asiatic domicile, recruited in India for the Transportation (Power) and Mechanical Engineering Departments during the year under review. The communities to which these apprentices belong are as follows :—

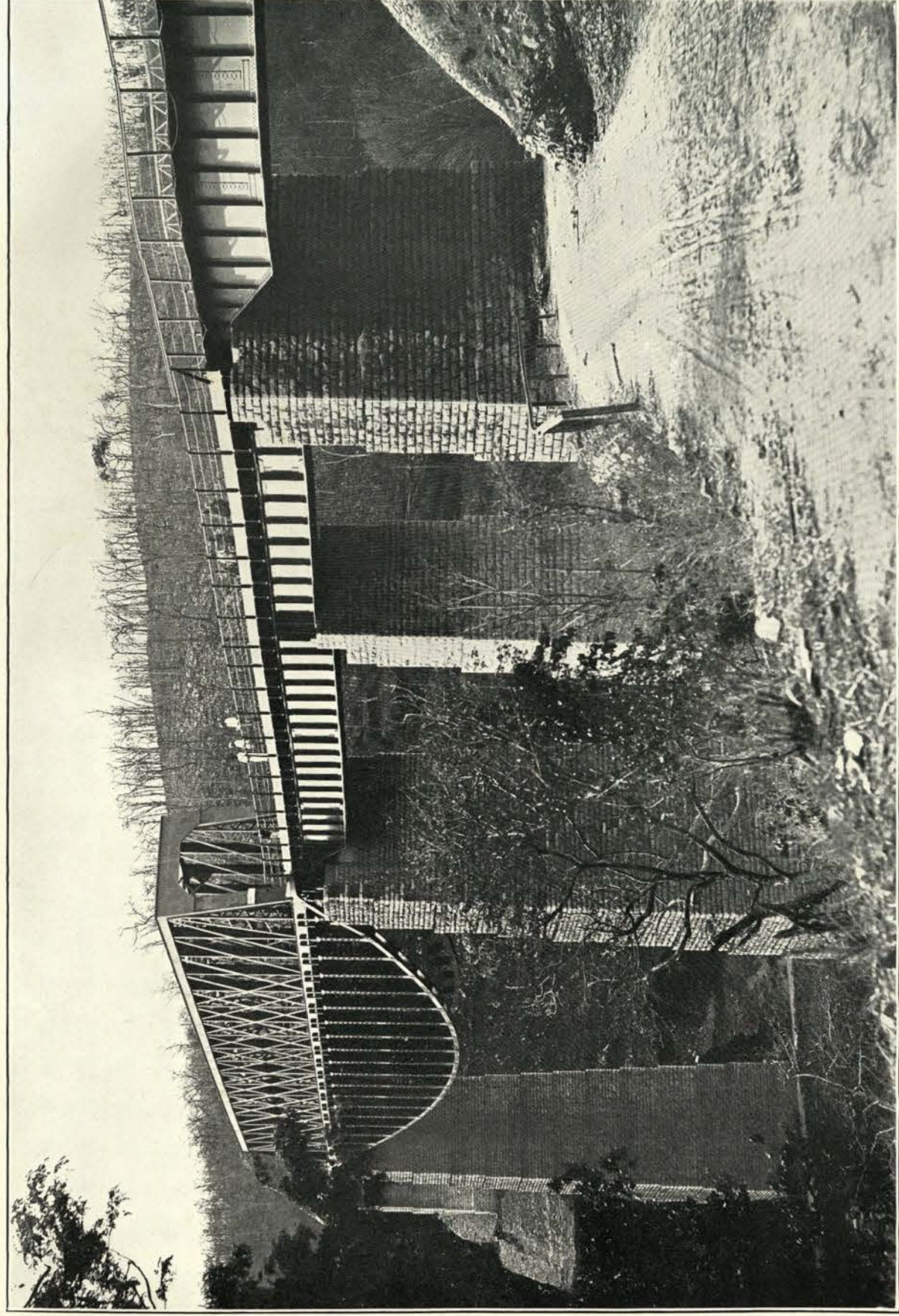
Hindus	7
Muslim	1
Anglo-Indians and domiciled Europeans	2
Other communities	2

76. Company-managed Railways.—(1) The progress made in the direction of Indianising the Superior Services on Company-managed Railways falls short of that on State-managed Railways. The Companies have agreed to fall in line with the policy of Government as indicated in paragraph 73 but have not yet been able, owing to various reasons, to advance Indian recruitment up to 75 per cent. of the total vacancies. The South Indian Railway alone has so far been able to reach this percentage. During the year under report the Companies were reminded of their obligation to fill as quickly as possible 75 per cent. of all vacancies in all the departments taken together by persons of Indian domicile. They were also advised :—

- (i) that judging by the experience of the last 5 years it appeared that the only department in which there was some difficulty in obtaining suitable recruits in India was the Mechanical Department and that the Railway Board would be prepared to assist them in obtaining suitable candidates for other departments in case they experienced any difficulty;
- (ii) that with regard to the Mechanical Department the Railway Board would be prepared to place at their disposal the overflow of the apprentices on State-managed Railways who will complete their training in 1933 and of the candidates who are declared by the Public Service Commission to be qualified for appointment to this department, after meeting the requirements of the State-managed Railways; and
- (iii) that in any case, if, owing to any reasons, *e.g.*, insufficiency of suitable candidates for the Mechanical Department or the absorption of deserving temporary engineers in the permanent Engineering establishment, the recruitment in any department fell short of the 75 per cent. ratio, it was essential that the deficit should be made good by recruiting a larger number of Indians in the other departments to the utmost extent possible in order to give effect to the policy of recruiting 75 per cent. of the total number of vacancies in the Railway Department as far as possible;
- (iv) that while it was recognised that it might be difficult for a small railway to work up to the limit of 75 per cent. in any particular year, it was essential that the average over a series of 3 or 4 years should conform to the 75 per cent. ratio.

(2) The following tables give a summary of the recruitment made for the superior services on Company-managed Railways during the year under review: Part I relates to permanent appointments and Part II includes both permanent and temporary appointments. A detailed statement by individual railways will be found in Appendix G of this report.

MADRAS & SOUTHERN MAHRATTA RAILWAY.



Dhorabhavi Bridge, Guntakal-Bezwada Section—250' span strengthened by underhung bowstring.

PART I.

Statement showing the number of **permanent** vacancies filled in the Superior establishments on (Class I) Company-managed Railways, excluding His Exalted Highness the Nizam's State and Jodhpur Railways during 1930-31.

Department.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	FILLED BY					
								Europeans.	Statutory Indians.				
									Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. Agency	1	2	..	..	3	1	2	2	..	..	..	..	..
2. Accounts	..	2	6	..	4	3	5	1	4	..	..	..	4
3. Engineering	12	15	18	3	42	13	29	11	14	3	1	..	18
4. Transportation (Traffic) Commercial.	5	15	5	..	25	12	13	2	6	2	..	2	11
5. Mechanical	4	3	13	1	19	3	16	11	4	..	..	1	5
6. Stores Department	1	1	..	..	2	1	1	..	1	..	..	..	1
7. Other Departments	2	1	6	..	9	3	6	5	1	..	..	..	1
8. Total	25	39	48	4	108	36	72	32	30	6	1	3	40
{ 1930-31	25	39	48	4	108	36	72	32	30	6	1	3	40
{ 1929-30	39*	13	38*	6	84*	24*	60*	30	22	1*	4	3	30*
9. Percentage of Europeans to number of vacancies filled. { 1930-31	44.4												
{ 1929-30	50.0												
10. Percentage of Statutory Indians to number of vacancies filled. { 1930-31	55.6												
{ 1929-30	50.0												

PART II.

Statement showing the **total** number of vacancies filled in the Superior establishments on (Class I) Company-managed Railways, excluding His Exalted Highness the Nizam's State and Jodhpur Railways during 1930-31.

Department.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	FILLED BY					
								Europeans.	Statutory Indians.				
									Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. Agency	1	2	..	..	3	1	2	2	..	..	..	..	..
2. Accounts	1	2	6	1	8	3	5	1	4	..	..	..	4
3. Engineering	21	21	25	30	37	16	21	4	11	3	3	..	17
4. Transportation (Traffic) and Commercial.	6	15	5	1	25	11	14	2	6	2	2	2	12
5. Mechanical	4	3	13	1	19	3	16	11	4	..	..	1	5
6. Stores Department	2	2	..	1	3	2	1	..	1	..	..	..	1
7. Other Departments	4	1	6	1	10	4	6	5	1	..	..	..	1
8. Total	39	46	55	35	105	40	65	25	27	5	5	3	40
{ 1930-31	39	46	55	35	105	40	65	25	27	5	5	3	40
{ 1929-30	51*	22*	45*	24*	97*	35*	62*	25*	25*	1*	7	4	37
9. Percentage of Europeans to number of vacancies filled. { 1930-31	38.5												
{ 1929-30	40.3*												
10. Percentage of Statutory Indians to number of vacancies filled. { 1930-31	61.5												
{ 1929-30	59.7*												

* Revised figures.

77. It will be observed from Statement Part I that during the year under review the total number of appointments made in the superior service on Company-managed Railways was 72 of which 32 went to Europeans and 40 to Statutory Indians, of whom 30 were Hindus, 1 Anglo-Indian and domiciled European, 6 Muslims and 3 of other communities. As, however, a number of posts were abolished during the year, the net total number of vacancies filled, permanent or temporary, was 65, of which 25 went to Europeans and 40 to Statutory Indians, of whom 27 were Hindus, 5 Muslims, 5 Anglo-Indians and domiciled Europeans and 3 of other communities. The ratio of Indian to European recruitment was 55·6 to 44·4 in respect of permanent appointments and 61·5 to 38·5 in respect of all appointments, whether permanent or temporary. The percentage of Indian recruitment in the principal departments was :—

	Permanent appointments.	Total appointments, permanent or temporary.
	Per cent.	Per cent.
Engineering	62	81
Transportation (Traffic) and Commercial	84·6	86
Transportation (Power) and Mechanical Engineering	31	31

Among Indian recruits the proportionate recruitment from each community was as shown below :—

	Permanent vacancies.	Total vacancies.
	Per cent.	Per cent.
Hindus	75	67·5
Muslims	15	12·5
Anglo-Indians and domiciled Europeans	2·5	12·5
Other classes	7·5	7·5

78. *Senior subordinate grades.*—Steps have been taken to ensure that the recruitment of covenanted subordinates from the United Kingdom for service on State-managed Railways is made only for certain specialist posts such as jig and tool draftsmen, construction signal inspectors, etc., and then too when it is known, *e.g.*, after inviting applications in India, that a suitable candidate in India cannot be found. The attention of Companies has also been drawn to the desirability of recruiting all Upper Subordinates in India as far as possible and of confining recruitment from England only to those cases in which specialists are required and men of suitable qualifications are not forthcoming in India.

79. *Review of the progress made since 1925.*—The statement on pages 55 and 56 will throw further light on the progress made in Indianisation and in the recruitment of the various communities both on State-managed and Company-managed Railways since 1925, as reflected in the relative strength of Europeans and Statutory Indians belonging to the various communities: Part I relates to superior staff and Part II to subordinate staff on scales of pay rising to Rs. 250 and over.

80. It will be observed that the Indian element in the superior services has risen from 28·02 per cent. on State-managed and 17·74 per cent. on Company-managed Railways in 1925 to 37·68 per cent. on State-managed and 31·90 per cent. on Company-managed Railways in 1931 by a corresponding reduc-

PART I.

Statement of gazetted officers on State-managed Railways and Officers of corresponding rank on Company-managed (Class I) Railways (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 1st April 1925, 1st April 1930 and 1st April 1931.

Name of the Railway.	1st April 1925.						1st April 1930.						1st April 1931.								
	Euro- peans.	Statutory Indians.				Total number on the Railway (columns 2 plus 7.)	Euro- peans.	Statutory Indians.				Total number on the Railway (columns 9 plus 14.)	Euro- peans.	Statutory Indians.				Total number on the Railway (columns 16 plus 21.)			
		Hindus.	Muslims.	Anglo-Indians.	Other classes.			Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Other classes.			Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Other classes.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
<i>State-managed Railways.</i>																					
Burma	90	3	..	..	12	15	105	101	7	1	10	7	25	126	96	5	1	10	7	23	119
Eastern Bengal	79	31	..	..	12	46	125	76	39	7	11	4	61	137	77	36	7	11	3	57	134
East India	227	49	12	..	26	87	314	199	74	14	43	8	139	338	194	77	15	35	7	134	328
Great Indian Peninsula	175	18	5	..	23	46	221	185	32	6	14	11	60	245	179	26	8	8	9	51	230
North Western	192	60	13	..	28	101	293	169	90	21	15	18	144	313	159	102	24	16	17	159	318
Railway Board and Miscellaneous Offices	59	8	3	..	14	25	84	64	15	6	10	4	35	99	54	14	4	15	2	35	89
TOTAL	822	169	36	..	115	320	1,142	794	257	55	100	52	464	1,258	759	260	59	95	45	459	1,218
<i>Company-managed Railways.</i>																					
Assam Bengal	52	6	1	..	2	9	61	47	16	4	10	1	31	78	43	16	4	9	1	30	73
Bengal Nagpur	170	27	5	..	19	51	221	153	38	6	20	2	66	219	147	42	7	16	5	70	217
Bombay and North-Western	55	3	1	..	..	4	59	63	6	1	2	..	9	72	59	5	3	2	..	10	69
Bombay, Baroda and Central India	459	14	..	..	21	35	194	136	26	2	10	14	52	188	135	30	2	5	13	50	185
Madras and Southern Mahratta	122	15	1	..	6	22	144	115	31	..	6	5	42	157	107	32	..	6	5	43	150
Rohilkund and Kumaon	12	1	..	..	..	1	13	10	2	1	..	..	3	13	12	2	2	..	..	4	16
South Indian	93	17	1	..	3	21	114	91	46	2	6	4	58	149	82	52	3	10	2	67	149
TOTAL	663	83	9	..	51	143	806	615	165	16	54	26	261	876	585	179	21	48	26	274	859
GRAND TOTAL	1,485	252	45	..	166	463	1,948	1,409	422	71	154	78	725	2,134	1,344	439	80	143	71	733	2,077

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

Name of the Railway.	1925			1930			1931			1925			1930			1931		
	State-managed Railways.			State-managed Railways.			State-managed Railways.			Anglo-Indians and domiciled Europeans.			Anglo-Indians and domiciled Europeans.			Anglo-Indians and domiciled Europeans.		
	Company-managed Railways.			Company-managed Railways.			Company-managed Railways.			TOTAL			TOTAL			TOTAL		
	Hindus.	Muslims.	Anglo-Indians.	Hindus.	Muslims.	Anglo-Indians.	Hindus.	Muslims.	Anglo-Indians.	Hindus.	Muslims.	Anglo-Indians.	Hindus.	Muslims.	Anglo-Indians.	Hindus.	Muslims.	Anglo-Indians.
Europeans	71.98	82.26	76.23	63.10	70.21	66.03	62.32	68.10	64.71	71.98	82.26	76.23	63.10	70.21	66.03	62.32	68.10	64.71
Hindus	14.80	10.30	12.94	20.43	18.84	19.77	21.35	20.84	21.14	14.80	10.30	12.94	20.43	18.84	19.77	21.35	20.84	21.14
Muslims	3.15	1.12	2.31	4.37	1.82	3.82	4.84	2.44	3.85	3.15	1.12	2.31	4.37	1.82	3.82	4.84	2.44	3.85
Statutory Indians	10.07	6.32	8.62	10.07	6.32	8.62	10.07	6.32	8.62	10.07	6.32	8.62	10.07	6.32	8.62	10.07	6.32	8.62
TOTAL	7.96	6.16	7.22	6.32	5.59	6.88	7.80	5.59	6.88	7.96	6.16	7.22	6.32	5.59	6.88	7.80	5.59	6.88

* Anglo-Indians included in other classes in 1925. \$ Revised figures.

PART II.
Statement of subordinates on scales of pay rising to Rs. 250 per mensem and over on Class I Railways (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 1st April 1925, 1st April 1930 and 1st April 1931.

Name of the Railway.	1st April 1925.							1st April 1930.							1st April 1931.						
	Statutory Indians.							Statutory Indians.							Statutory Indians.						
	Europeans.	Hindus.	Muslims.	Anglo-Indians.	Other Classes.	Total.	Total number on the Railway (column 2 plus 7).	Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Other Classes.	Total.	Total number on the Railway (column 9 plus 14).	Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Other Classes.	Total.	Total number on the Railway (column 16 plus 21).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
<i>State-managed Railways.</i>																					
Burma	28	83	9	..	198	290	318	23	107	10	270	59	446	469	25	102	10	259	63	434	459
Eastern Bengal	143	106	5	..	163	274	417	107	170	15	181	11	377	484	104	183	15	179	9	386	490
East Indian	869	300	25	..	789	1,114	1,973	612	497	53	1,014	12	1,576	2,188	602	494	50	921	21	1,486	2,088
Great Indian Peninsula	286	125	29	..	803	957	1,243	284	239	42	788	196	1,265	1,549	309	232	40	737	185	1,194	1,503
North Western	401	328	123	..	378	829	1,230	391	378	180	365	143	1,066	1,457	403	366	187	351	147	1,051	1,454
Railway Board and miscellaneous offices	*	*	*	*	*	*	*	5	153	22	29	20	224	229	4	145	22	27	21	215	219
TOTAL	1,717	942	191	..	2,331	3,464	5,181	1,422	1,544	322	2,647	441	4,954	6,376	1,447	1,522	324	2,474	446	4,766	6,213
<i>Company-managed Railways.</i>																					
Assam Bengal	22	23	4	..	46	73	95	20	30	2	40	7	79	99	20	31	3	34	8	76	96
Bengal Nagpur	333	140	13	..	403	556	889	256	194	15	379	25	613	869	237	188	16	434	23	661	898
Bengal and North-Western	31	15	2	..	59	76	107	27	16	6	62	1	85	112	28	15	7	67	1	90	118
Bombay, Baroda and Central India	155	253	25	..	506	784	939	142	285	34	392	237	938	1,100	134	310	36	393	187	926	1,060
Madras and Southern Mahratta	85	31	1	..	173	205	290	90	51	1	177	12	241	331	89	49	..	190	12	251	340
Rohilkund and Kumaon	6	5	1	..	13	19	25	6	4	2	12	1	19	25	6	3	1	13	1	18	24
South Indian	63	78	2	..	158	233	296	45	96	7	177	9	289	334	46	94	4	169	8	275	321
TOTAL	695	540	48	..	1,358	1,946	2,641	586	686	67	1,239	292	2,284	2,870	560	690	67	1,300	240	2,297	2,857
GRAND TOTAL	2,412	1,482	239	..	3,689	5,410	7,822	2,008	2,230	389	3,886	733	7,238	9,246	2,007	2,212	391	3,774	686	7,063	9,070

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

		1925.	1930. §	1931.						1925.	1930. §	1931.
Europeans	{	State-managed Railways.	33-14	22-30	23-29	{	Anglo-Indians and domiciled Europeans.	{	State-managed Railways.	†	41-51	39-82
		Company-managed Railways.	26-32	20-42	19-60					†	43-17	45-50
		TOTAL	30-84	21-72	22-13					†	42-03	41-61
Hindus	{	State-managed Railways.	18-18	24-22	24-50	{	Statutory Indians —concd.	{	State-managed Railways.	†44-99	6-92	7-18
		Company-managed Railways.	20-44	23-90	24-15				†51-42	10-18	8-40	
		TOTAL	18-95	24-12	24-39				†47-16	7-93	7-56	
Muslims	{	State-managed Railways.	3-69	5-05	5-21	{	Total	{	State-managed Railways.	66-86	77-70	76-71
		Company-managed Railways.	1-82	2-33	2-35				73-68	79-63	80-40	
		TOTAL	3-05	4-20	4-31				69-16	78-28	77-87	

* Not available. † Anglo-Indians included in "Other classes" in 1925. § Revised figures.

tion in the European element. Among the Indians the percentage increase by communities in 1931 as compared with 1925 is shown below :—

	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1931.	1925.	1931.
Hindus	14.80	21.35	10.30	20.84
Muslims	3.15	4.84	1.12	2.44
Anglo-Indians and others	10.07	11.49	6.32	8.62

81. Turning to the subordinate staff the corresponding figures are as under :—

	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1931.	1925.	1931.
Europeans	33.14	23.29	26.32	19.60
Statutory Indians :—				
Hindus	18.18	24.50	20.44	24.15
Muslims	3.69	5.21	1.82	2.35
Anglo-Indians and others	44.99	47.00	51.42	53.90
Total Statutory Indians	66.86	76.71	73.68	80.40

82. **Re-organisation of superior cadres of State-managed Railways.**— During 1929 the Railway Board prepared a scheme for the re-organisation of the cadres of the superior services on State-managed Railways. The principal features were the institution of a separate cadre for each of the State-managed railways; the provision of a reserve for leave and deputation; the abolition of the Provincial Engineering Service and the Local Traffic Service; and the constitution of a new Lower Gazetted Service in all branches. The approval of the Secretary of State was received in February 1930, and considerable progress has already been made towards giving effect to the re-organisation.

The Provincial Engineering Service and the Local Traffic Service, which have now been abolished, were created in 1921 on the lines of the Provincial Engineering Service which was constituted about that time in the Public Works Department. These services were filled partly by promotion of subordinates but mainly by direct recruitment. The fact that the Provincial Engineering Service and the Lower Traffic Service were to a large extent recruited from candidates possessing similar qualifications to candidates for the superior services but were paid at a lower rate and had a limited scope of advancement although their duties were practically the same as those of junior officers of the superior services, gave rise to considerable discontent. After consultation with the Central Advisory Council for Railways it was

decided that the Provincial Engineering service and the Local Traffic service should be abolished and replaced by a Lower Gazetted service which will be filled by the promotion of selected subordinates.

83. Rules for the recruitment and training of subordinate staff.—During the year under report the Railway Board drew up rules for the recruitment and training of workshop apprentices and of other subordinate staff generally, calculated to ensure the adoption of systematic methods of recruitment and training of the staff compatible with the local conditions and requirements on each railway. The rules relating to workshop apprentices cover apprentice mechanics and trade apprentices who after training qualify for appointments as supervising subordinates and skilled artisans respectively. These rules were discussed with the Central Advisory Council in July 1930 and were issued for adoption on State-managed Railways with effect from the recruitment to be made in 1931, a copy being simultaneously forwarded to Company-managed Railways to enable them to carry out such revision in their practice and procedure as may be necessary.

The rules for the recruitment and training of the subordinate staff were not finally issued until the commencement of the following year.

84. Training of Staff.—(1) *Railway Staff College, Dehra Dun.*—As stated in the last year's report, the Railway Staff College at Dehra Dun started to function in January 1930, but it was formally opened on the 3rd April 1930 by His Excellency Sir Malcolm Hailey, Governor of the United Provinces.

The college is primarily meant for the training of officers, but to increase its scope of usefulness it was decided to transfer the refresher courses for senior subordinates from the Chandausi School to the Railway Staff College during 1930 as an experimental measure. The experiment proved successful and the courses continued to be held at the College during 1931.

During the first part of the calendar year the college deals with courses for probationers in the Transportation (Traffic) and Commercial Departments and the Indian Railway Service of Engineers, junior officers and senior subordinates. There is a recess from about the middle of May to the middle of June during which time the instructors are detailed to visit railways with the object of acquiring an up-to-date knowledge on the spot of any innovations which may have been introduced on railways. The second half of the year is generally devoted to senior officers' courses, fuel economy courses, and courses for junior officers and senior subordinates.

The following statement shows the courses held during the year under report and the average attendance at each :—

Courses.	Number and duration of courses.	Average attendance.
Senior subordinates' refresher courses	9 courses lasting 1 month each	25
Selected senior subordinates' courses	2 „ „ 6 weeks „	19
Fuel economy courses	1 „ „ 2 „ „	29
Transportation and Commercial probationers' course	2 „ „ 3 months and 2 months respectively.	18
Probationary Civil Engineers' courses	2 „ „ 6 weeks each	13
Junior officers' refresher courses	4 „ „ 6 „ „	13
Senior officers' refresher courses	2 „ „ 6 „ „	10

During the calendar year 1930 the number of student-days amounted to 14,923 and of this number about 80 per cent. were contributed by State Railways.

(2) *Area Schools*.—A brief resume of the activities during the year of the area schools engaged in the training of subordinate staff is given below :—

Railway School of Transportation, Chandausi (East Indian Railway).—The School was mainly occupied in the training of new staff to replace wastage and to comply with the requirements of the Hours of Employment Regulations. There were also promotion and refresher courses. The total number of student-days in the year amounted to 37,615.

Asansol Training School (East Indian Railway).—This school mainly deals with promotion and refresher courses for the subordinate locomotive running staff and the carriage and wagon staff and switchmen. The transportation classes were transferred to Chandausi in August 1930. The proximity of the locomotive sheds, Asansol, where almost all types of locomotives are headquartered offers excellent facilities for making the courses practical and effective.

The student-days in the year totalled 11,113. During the year an extra lecture room and additional models were added to the school.

Railway School of Transportation, Bina (Great Indian Peninsula Railway).—This School is meant for the training of the transportation staff. During the year 9 refresher courses were held. Additions were made to the models in the locomotive room and a new 2½" gauge was laid in the model room, where the interlocking of all signals was also completed. The school has been temporarily closed down with effect from the 17th February 1931 due to financial stringency.

Walton Training School, Kot Lakhpat (North Western Railway).—The school continues to do useful work and the total number of students attending it during the year was 1,718 as against 1,722 in the previous year. During the year under report a number of improvements and additions were made to the school.

(3) *Technical School, Jamalpur*.—The East Indian Railway Technical School at Jamalpur, located within a few minutes' walk from the locomotive workshops at that place, fills an important role in the scheme of recruitment and training of officers for the Transportation (Power) and Mechanical Engineering Departments of State Railways. Apart from apprentice mechanics and trade apprentices trained at Jamalpur as in certain other railway workshops, with a view to appointment as supervising subordinates and artisans respectively, the school imparted courses of training to 39 special class apprentices during the year under report. Such apprentices are recruited through the Public Service Commission—of the 39 under training 12 were recruited during the year under report—with a view to appointment to superior service in the Transportation (Power) and Mechanical Departments. At Jamalpur they undergo a three-year course of practical and theoretical training followed by another year in workshops or in the running department in the case of apprentices selected for the Mechanical Engineering or the Transportation (Power) Department respectively. On the satisfactory completion of 4 years' training, selected apprentices, to the extent of the vacancies available, are sent to the United Kingdom for a further two years' course in workshop practice or locomotive running work as the case may be. Apprentices who have successfully completed their training in the United Kingdom are appointed as officers on probation to the Transportation (Power) and Mechanical Engineering Departments. The scheme will begin to provide fully qualified officers for the Departments in 1933, four apprentices having proceeded to the United Kingdom, on completion of their 4 years' training in India, in February 1931.

Attached to the Technical School at Jamalpur is a hostel for special class apprentices under the supervision of a superintendent and a matron. Each apprentice is provided with a separate bed room. The general accommodation includes a common dining hall, billiard room and two study rooms. The hostel is equipped with modern sanitary arrangements, shower and ordinary baths. A ground adjoining the hostel is provided for cricket, football and

hockey and three tennis courts are laid out in the hostel grounds as well as a gymnasium.

During the year under report 12 bed rooms were added to the hostel which now provides accommodation for 48 apprentices.

85. Improvements in the service conditions of the staff.—The year under review witnessed considerable progress in the carrying out of the various schemes referred to in the last report for the amelioration of the service conditions of the staff, more particularly of the lower paid employees. A brief account of the progress made is given below.

(1) *Revision of the scales of pay of lower paid employees.*—As stated in the last report a comprehensive examination of the wages of the lower paid employees of railways was commenced in May 1929 and a revision sanctioned for the Eastern Bengal and Great Indian Peninsula Railways with effect from the 1st April 1930 at an estimated recurring cost of Rs. 4½ lakhs and 5 lakhs per annum respectively. The year under review was marked by considerable progress in the direction of extending the scheme of revision to other railways.

In May 1929 proposals had been received for the revision of pay of persons in inferior service and of the lower paid subordinate staff of the Traffic, Locomotive, Engineering and Medical Departments of the Assam Bengal Railway. These were examined in the light of the principles adopted in framing the scheme of revision on the Eastern Bengal Railway and sanctioned with back effect from the 1st April 1929 at a total estimated expenditure of Rs. 1,18,296 per annum of which 82·5 per cent. was on account of increases to persons in inferior service.

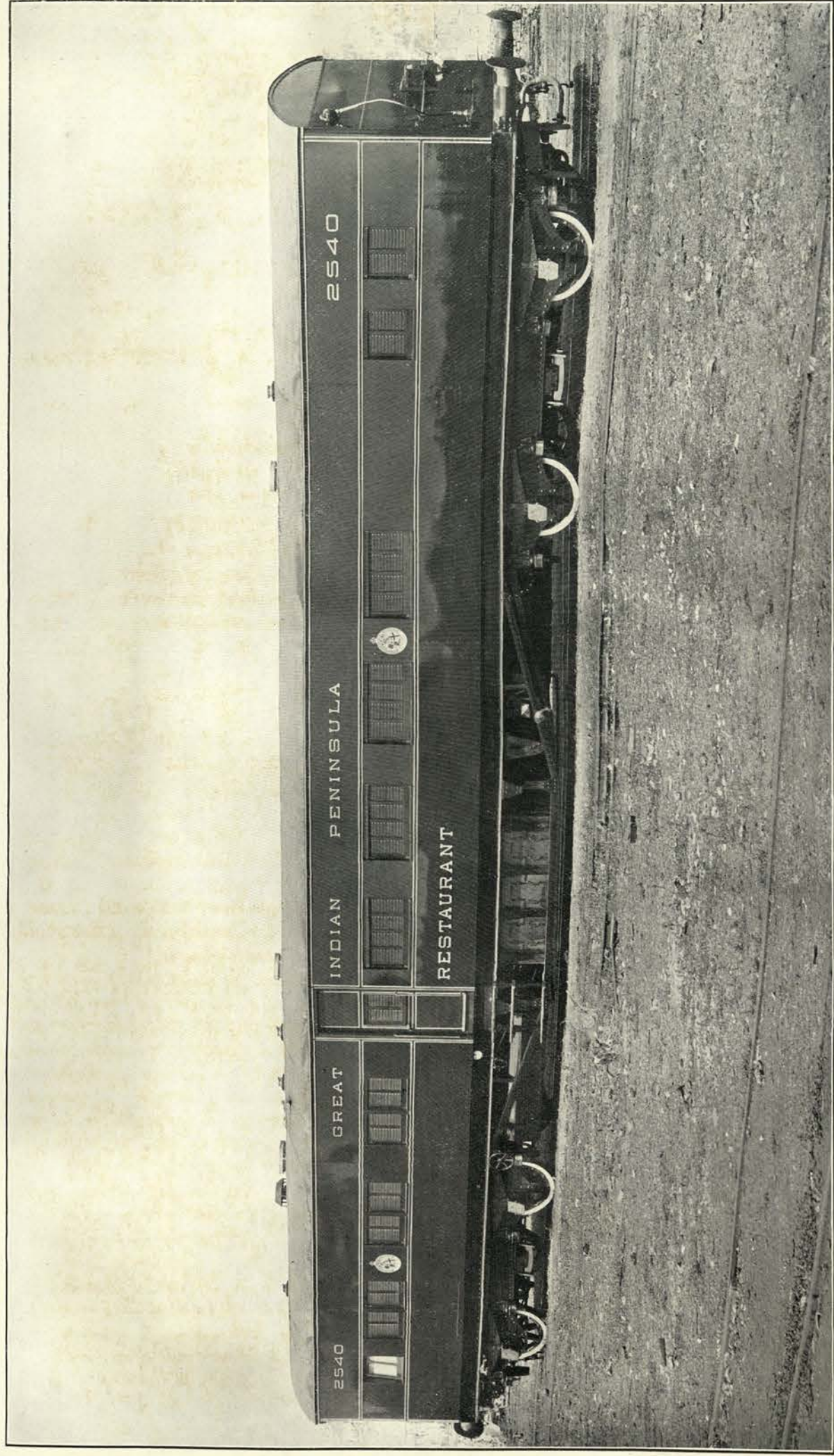
In June 1930 the Agent, Madras and Southern Mahratta Railway, submitted proposals for the revision of pay of the lower subordinate, menial and workshop staff. After certain alterations made in consultation with him to bring the proposals in line with the policy adopted by the Railway Board with regard to the revision of wages on State-managed Railways, they were sanctioned in July 1930 at an estimated annual cost of Rs. 4 lakhs. This sanction was followed 3 months later by a revision of the scales of pay of the clerical establishments employed in the headquarters and district offices of the Madras and Southern Mahratta Railway at an estimated annual cost of Rs. 60,107.

In May 1930 an investigation was also made into the wages of the lower paid employees of the North Western Railway. The Railway Board having considered the report and recommendations of the Agent, came to the conclusion that the wages given on the North Western Railway compared favourably with those in force on other railways and did not call for improvement.

While this investigation was in progress on the North Western Railway, the Railway Board in May 1930 deputed an officer to assist the Agent of the East Indian Railway in framing proposals for the revision of pay of the lower paid employees of that railway and as a result of his enquiry proposals were received from the Agent estimated to cost a recurring expenditure of Rs. 13·2 lakhs per annum. An important feature of the scheme was the introduction of co-ordinated rates, with local allowances in relatively expensive areas, both on the East Indian and Oudh and Rohilkhand Railway sections and in the various branches. With a few minor modifications these proposals were sanctioned with effect from the 1st September 1930 at an estimated cost of Rs. 11 lakhs per annum. This estimate represents the ultimate recurring expenditure while the immediate extra expenditure is estimated to be Rs. 8 lakhs per annum.

At the request of the Agent of the East Indian Railway the Railway Board deputed the same officer again in July 1930 to undertake an investigation into the rates of pay of the workshop staff of the East Indian Railway under the direction of the Agent. The investigation was completed on the 1st August 1930 when the Agent submitted proposals for the revision of pay of the staff employed in the mechanical and block signal shops, estimated to cost

GREAT INDIAN PENINSULA RAILWAY.



Restaurant car to seat 32 passengers.

Rs. 5.77 lakhs per annum. These proposals were sanctioned, subject to a minor modification, in September 1930, at an estimated cost of Rs. 5.5 lakhs per annum.

During the year under review an investigation was also made by an officer on special duty into the conditions of service of the employees of the printing presses of the East Indian Railway and the Eastern Bengal Railway and as a result the following changes were sanctioned in October 1930 :—

- (i) Employees to be rated in future on a suitable monthly rate of pay based on 200 hours of work in the month and initial pay in the new scales to be fixed by the Agent.
- (ii) To give good workmen the opportunity of earning increased wages, a system of piece-work rating to be introduced concurrently with the introduction of the revised rates of pay for specified classes of employees.
- (iii) Overtime to be avoided as far as possible and to be paid for, when worked, at one and a quarter times the normal rate of pay.

This revision is estimated eventually to cost Rs. 14,000 per annum, but the immediate cost would be Rs. 48,000 in the first year.

(2) *Hours of employment and periods of rest.*—In the last report a reference was made to the Indian Railways Amendment Act, 1930, enacted with the object of giving effect to the statutory obligations incurred by the Government of India by the ratification of the Washington and Geneva Conventions relating to a 60-hour week for India and a weekly rest day respectively. It was also stated that considerable progress had been made by the North Western and East Indian Railways in the application of the provisions of these conventions and that proposals were in hand to appoint officers on special duty on the remaining Class I Railways, with a special officer attached to the Railway Board, in order that the amendments to the Indian Railways Act, effected by the new Act, should be applied with as little delay as possible.

In April 1930 an experienced officer was placed on special duty with the Railway Board to direct and co-ordinate the working out of the schemes on the various railways through the agency of special officers placed on special duty on individual railways for the purpose. These officers met in conference at Simla during the following month and received detailed instructions regarding the lines on which their work was to be carried out.

The final draft of the rules and instructions prepared to give effect to the Indian Railways (Amendment) Act of 1930 was discussed with a deputation of the All-India Railwaymen's Federation in September 1930 and after a further examination by the Railway Board and the Government of India, the rules were published in the Government of India Gazette, dated the 31st January 1931, thus assuming a statutory character.

The rules will come into force on each Railway from a date to be notified in the Gazette of India. During the year under report arrangements for the introduction of the rules were completed on the North Western and East Indian Railways, while detailed schemes for the entertainment of the additional staff and construction of quarters required with a view to giving effect to the rules were prepared by the other railway administrations of which those relating to the Eastern Bengal, Bombay, Baroda and Central India, South Indian and Madras and Southern Mahratta Railways were finally approved by the Railway Board.

(3) *Revision of Leave Rules.*—As stated in the last report, new leave rules were introduced on the State-managed Railways with effect from the 1st April 1930. These rules were also circulated to the Company-managed Railways and in August 1930 a copy was forwarded to the Secretary of State with a recommendation for the modification of the Fundamental Rules for the guidance of Railway Companies in the light of the new rules introduced on the State-managed Railways. This recommendation was accepted by the Secretary of State in April 1931 and the Company-managed Railways are

taking steps to modify their leave rules to bring them into line with the new State Railway leave rules.

(4) *Acceleration of payments.*—In the last report a reference was made to the scheme adopted on the Moradabad Division of the East Indian Railway for speeding up payments so as to ensure that salaries and allowances were paid within 7 and 14 days respectively of the close of the month to which they relate. During the year under review the scheme was extended to the Howrah Division of the Railway with equally good results. A demonstration was also given at Moradabad in December 1930, which was attended by several officers of the State and Company-managed Railways, with a view to encouraging the various railway administrations to adopt suitable measures for the acceleration of payments.

(5) *Investigation into the system of raising and recovering debits.*—One of the complaints made by the deputation of the All-India Railwaymen's Federation at their meeting with Sir George Rainy in May 1929 was that debits were raised against the staff in trivial matters and without proper enquiry and that in some cases the penalty imposed was excessive and out of all proportion to the offence. The Railway Board addressed a questionnaire to the Agents of the State-managed and Company-managed Railways in December 1929, detailing the main heads under which debits are commonly raised and enquiring as to the policy and procedure followed on each railway in raising and recovering debits, the authorities competent to impose debits and other cognate matters.

The replies were received and examined in October 1930 and in the following month a senior traffic officer was placed on special duty on the East Indian Railway, to make further enquiries and to report on the procedure followed in determining the incidence of liability against individual employees and in fixing the amount of each debit; the arrangements for the delegation of powers to impose debits and the procedure for the disposal of appeals from the staff affected. The report of the officer was received in March 1931 and a meeting of the representatives of the various railway administrations will be held to discuss the report and take necessary action.

86. Welfare.—(1) *Assistance to Railway employees for the education of their children.*—As foreshadowed in the last year's report, provisional rules were issued, with the concurrence of the Central Advisory Council, in September 1930, for the grant of assistance towards the education of their children to State-Railway subordinate employees within certain limits of pay, other than persons in inferior service, and so as to eliminate all racial discrimination for future employees. The salient features of these rules are :—

- (i) Assistance is limited to those cases where an employee is compelled to send his children to a boarding school away from the station at which he is posted, owing to the absence of a suitable school at such station. This restriction is relaxed to extend the benefits of the scheme to parents having children at an Indian primary school, away from their station, who are compelled owing to the absence of a school hostel to make other arrangements for the boarding of their children.
- (ii) Assistance is limited to the period covered by the primary and middle standards or the Junior Cambridge classes.
- (iii) Assistance is admissible to employees on pay not exceeding Rs. 100 per mensem at the rate of half the board and tuition fees; to those on pay exceeding Rs. 100 but not exceeding Rs. 200 per mensem at the rate of one-third of such fees and to those on pay exceeding Rs. 200 but not exceeding Rs. 300 per mensem at the rate of one-fourth of such fees; subject, in all cases, to over-riding maxima of Rs. 15 per mensem per child and Rs. 40 per mensem to any employee.

Towards the end of 1930 a senior officer of the Education Department was placed on special duty to prepare estimates of the cost of the new rules

on the State-managed Railways as well as of the cost as it would be if the rules were liberalised to improve the scale of the assistance and to extend it to the High School Standard and to subordinate employees drawing more than Rs. 300 per mensem and further to report on the administration of schools maintained by the State-managed Railways.

(2) *Relief of indebtedness.*—In his presidential address at the annual meeting of the Indian Railway Conference Association in October 1929, Sir Ernest Jackson touched upon the difficulties of railway labourers in India in the matter of securing loans to meet their financial obligations. A partial remedy for this evil as suggested by Sir Ernest Jackson lay in starting more co-operative credit societies amongst railway employees.

The question is one of vital interest to the staff and will continue to receive the attention of the Railway Board. Meanwhile, a substantial beginning has been made on the East Indian Railway towards giving some relief to the lower paid employees in this direction. As a sequel to the discussion at the meeting of March 1930, the Agent of the East Indian Railway drew up a scheme for the reconstitution of the Indian staff loan fund which had been started in 1910 with grants from the fine fund into a new fund to be called the "Lower Paid Staff Loan Fund". This scheme has been sanctioned by the Board and while the Indian staff loan fund granted loans only to members of the provident fund drawing pay not exceeding Rs. 60 per mensem, loans from the new fund are paid at reasonable rates of interest to persons who are not members of the provident fund with not less than 3 years permanent service and whose age is not less than 18 and whose pay does not exceed Rs. 25 per mensem at the time the loan is made. No sureties are demanded but to provide against bad debts a reserve fund is formed which is fed by small deductions of about 5 per cent. from the amount lent at the time the loan is advanced. The managing committee of the Fund is assisted by local sub-committees who scrutinise applications from staff for loans and are also responsible for satisfying themselves that loans granted are utilised for the purpose for which they were sanctioned.

It is also gratifying to note the prosperity enjoyed, and good work done by, the Jackson Co-operative Credit Society on the Bombay, Baroda and Central India Railway during the year under report. A noticeable feature of this society is that all employees including men in inferior service are eligible for loans, irrespective of whether they subscribe to the provident fund or not. The rate of interest charged on loans was reduced during the year under review. The general financial position of the society continues to be satisfactory. After laying aside 25 per cent. of net profit for the reserve fund, the society has been able to declare a dividend of 10 per cent. (the maximum admissible under law), and to provide for a substantial contribution of Rs. 10,000 to the staff welfare fund of the railway and for a surplus of Rs. 24,900 to be carried forward to the next year.

(3) *Staff Benefit Fund.*—It was mentioned in the last year's report that the Railway Board had under consideration the question of replacing the fine funds on railways by "Staff Benefit Funds", the special features of which would be that they shall receive a contribution from the revenue of the railway, in addition to the amount realised from fines and from provident fund bonuses which may be withheld under the rules from subordinate employees, and that the staff shall be associated in the management of the fund and in the control of the objects on which the amount available is expended.

Towards the close of the year under review it was decided, with the approval of the Government of India, to introduce staff benefit funds on the State-managed railways with effect from the 1st April 1931. Under the rules governing it the fund is credited, in addition to fines and forfeited provident fund bonuses of subordinate staff, with a contribution from the revenues of the railway, equal to raise the total receipts to an amount calculated at the rate of one rupee per head of the number of the revenue staff of the railway and it is

administered by a committee consisting of five members, all railway employees, one nominated by the Agent and four elected by the staff and presided over by a senior officer nominated by the Agent. The committee has power to expend money from the fund on objects connected with the education of the staff and their children, institutes and other forms of recreation and amusement for the staff, schemes for sickness or maternity benefits, etc., for the families of the staff, and relief of distress among the members or ex-members of the staff or their families; provided that no part of the fund shall be used for the direct benefit of any gazetted officer of the railway.

The rules also provide that company-managed railways will be permitted to establish a staff benefit fund in lieu of the existing fine fund on similar lines but without fettering their discretion as to the machinery to be set up for the administration of the fund. The new fund has been started with effect from the 1st April 1931 on all the State-managed railways. As regards the Company-managed Railways the Railway Board have sanctioned the adoption of a staff benefit fund on the Assam Bengal Railway. The other Company-managed Railways have agreed generally to the adoption of the fund on their lines.

(4) *Railway Sports*.—The events competed for during the year 1930-31 were football, boxing, tennis, hockey and athletics. Eleven railways entered teams for the inter-railway football tournament. The Eastern Bengal, North Western, Great Indian Peninsula and South Indian Railways won the group tournaments held at Calcutta, Lahore, Bombay and Madras respectively. The semi-finals and the finals were played at Simla. The Eastern Bengal Railway won the tournament for the second time since 1928, the Great Indian Peninsula Railway being the runners-up.

Eight Railways entered teams for the inter-railway boxing tournament which was conducted on a team basis. The Bengal Nagpur, North Western, Bombay, Baroda and Central India and Madras and Southern Mahratta Railways won the respective group tournaments and of them the Bombay, Baroda and Central India and Bengal Nagpur Railways qualified for the final match of the inter-railway tournament which was held in Calcutta and was witnessed by a large number of visitors. His Excellency the Governor of Bengal in giving away the prizes complimented railways on the high standard of sportsmanship exhibited.

Five railways entered teams for the inter-railway tennis tournament which was held in Madras, and the South Indian Railway won the championship, the East Indian Railway, the winners of the previous year, being the runners-up.

Eight railways entered teams for the inter-railway hockey tournament which was held at Delhi. The Bengal Nagpur Railway, were the winners and the East Indian Railway the runners-up. The final match which was very keenly contested attracted a large gathering including several distinguished visitors and high Government officials.

The inter-railway athletic tournament in which seven railways participated was also held in Delhi. The North Western Railway won the athletic championship for the third time in succession, the Bengal Nagpur Railway being the runners-up.

87. Elimination of racial discrimination.—As stated in the last year's report, railway administrations were instructed some time ago to make a complete examination of the position on their lines and to take the necessary steps to remove every trace of racial discrimination where such existed. As a result of the replies received, the position on all railways was comprehensively reviewed by the Railway Board and a memorandum describing the measures taken to eliminate racial discrimination in the entire field of staff matters including recruitment and training, pay and allowances, leave, quarters,

education, free passes, medical attendance, etc., was prepared in February 1931 and copies placed in the library of the Legislative Assembly. Elsewhere in the report a reference has been made to the new rules for the grant of assistance to railway employees towards the education of their children, which shall apply to all future entrants alike, the new rules for the recruitment and training of workshop apprentices which ensure the elimination of racial discrimination and the revised rules for the recruitment and training of the subordinate staff which prescribe *inter alia* the minimum qualification for the various classes of appointments to ensure that no differentiation is made in the qualifications required from Indian and European and Anglo-Indian candidates for employment. It must be realised that it is not practicable to withdraw concessions and privileges from individuals in service who enjoyed them before the policy of the elimination of racial discrimination began to be actively pursued.

88. Meeting with the All-India Railwaymen's Federation.—It was mentioned in the last year's report that at meeting held on the 18th February 1930, between Sir George Rainy and certain representatives of the All-India Railwaymen's Federation who waited on him with a view to the settlement of the Great Indian Peninsula Railway strike, it was agreed on behalf of Government that the Railway Board shall receive a deputation from the Federation twice a year for a free discussion of any grievances or disabilities of railway staff which the federation may wish to represent. It was also agreed to keep the federation informed of all orders of a general nature issued by the Government of India or the Railway Board which affect the service conditions of railway employees.

In pursuance of this arrangement the first half-yearly meeting of the Railway Board with the delegates of the All-India Railwaymen's Federation was held in Simla in June 1930. The meeting lasted for 2 days and the subjects discussed included :—

- (1) re-employment of the Great Indian Peninsula Railway strikers;
- (2) relations between railways and trade unions;
- (3) the new rules regulating the discharge and dismissal of State Railway non-gazetted servants;
- (4) the revised leave rules;
- (5) revision of the scales of pay of the lower paid employees of the Great Indian Peninsula and Eastern Bengal Railways;

A special meeting was also held on the 1st September 1930 to discuss the draft hours of employment regulations.

The second half-yearly meeting was held in Delhi in December 1930. At the request of the federation the discussion at this meeting was concentrated on the question of the reinstatement of the Great Indian Peninsula Railway strikers.

Copies of the proceedings of these meetings are printed and supplied to the federation. Each one of the subjects discussed is fully considered with a view to taking such action as may be necessary and the federation is from time to time informed of the action taken.

89. Labour position on Indian railways.—*Strikes.*—When the year opened, the strike on the Great Indian Peninsula Railway which had commenced early in February 1930 was practically at an end, though normal working was not completely resumed until the 21st of April 1930. The only strike during the year occurred in the locomotive workshops of the East Indian Railway at Lucknow. This was of short duration. The men ceased work in the afternoon of the 18th June and resumed duty on or before the afternoon of the 23rd of June. The trouble arose from a misunderstanding of the procedure in connection with the introduction of new rules governing leave.

Certain other minor complaints were made and all the grievances represented were investigated and misunderstandings removed.

Dispute arising from the transfer of certain workshop staff of the Bombay, Baroda and Central India Railway from Parel to Dohad.—A board of conciliation under the Trade Disputes Act, 1929, was appointed by the Governor General in Council in December 1929, to pave the way for the settlement of a trade dispute which had arisen between the Bombay, Baroda and Central India Railway Administration and the Bombay, Baroda and Central India Railways' employees' Union regarding the terms on which the transfer of certain employees should be made from the railway workshops at Parel to the new workshops at Dohad. The principal point in dispute between the Railway administration and the Union was the proposed reduction by the Railway administration of the wages of workmen accepting transfer to Dohad. The board of conciliation after enquiry into the dispute recommended, *inter alia*, that the railway administration should give up its demand for the proposed reduction and the Government of India authorised the Agent in June 1930 to settle the dispute on the lines recommended by the board of conciliation.

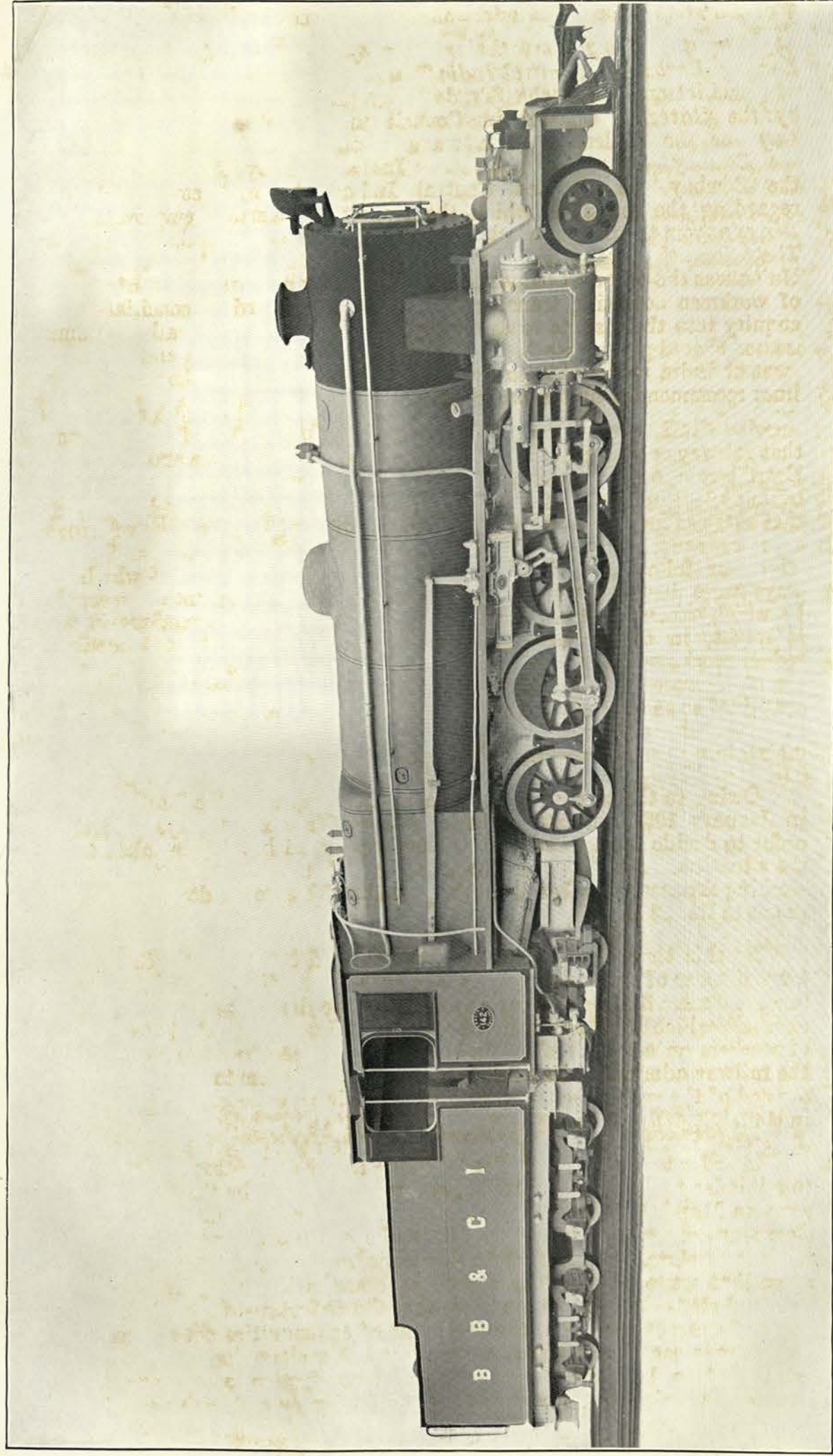
90. Staff retrenchment.—In the summer of 1929, it became apparent that railway earnings were decreasing to an alarming degree and the Railway Board wrote to the Agents of Railways impressing upon them the necessity of taking all possible steps to keep working expenses under control, of ensuring that every avenue of economy was explored and that no new items of expenditure were sanctioned without a clear realisation of their necessity and urgency. This was followed up in July 1930, by a further letter in which railways were instructed to make a special investigation into the methods by which expenditure could be curtailed, and the main directions in which it might, in the opinion of the Railway Board, be found possible to reduce working costs were indicated. Officers were also detailed to see how the office procedure in all departments of the railways could be revised and simplified so as to reduce the expenditure on staff, stationery and forms and to initiate changes in practice which would lower the cost of the repairing and maintaining permanent-way and structures.

Owing to the continued decrease in traffic earnings the Railway Board, in January 1931, summoned the Agents of Class I Railways to Delhi in order to decide upon what further measures would have to be taken to meet the situation. As a result of the meeting with the Agents, the estimates of working expenses of railways for the year 1931-32 were cut down from Rs. 58½ crores to Rs. 53 crores.

By this time, it was realised that it would be impossible to retain the large number of surplus employees who with the continued fall in traffic were becoming more numerous every day and that the drastic reduction in working expenses which had become necessary, would inevitably entail the discharge of workers on a large scale. In the circumstances, the Railway Board and the railway administrations felt it incumbent upon them to commence towards the end of the year an economy campaign involving *inter alia* large reductions in staff.

In order to regulate such discharges in a fair and reasonable manner and to minimise the hardship entailed, orders were issued by the Railway Board early in March 1931 to the Agents of State Railways, with an invitation to Company-managed railways to follow the same procedure, that the least efficient employees should first be discharged, next those of short service and after that those nearing the age of superannuation, and further, that all practical steps should be taken to see that the unfortunate necessity for reducing staff did not operate to the detriment of communities not at present adequately represented in the railway services. A waiting list was also required to be maintained for employees brought under reduction to ensure that no outsider was appointed in any department, division or district of a railway so

BOMBAY, BARODA & CENTRAL INDIA RAILWAY.



YD class locomotive manufactured in Ajmer Workshops.

long as a suitable man was available from such list. These instructions were applied to all classes of staff except:—

- (i) employees drawing not more than Rs., 30 per mensem in respect of whom the Agents of railways were authorised to prescribe the procedure to be followed; and
- (ii) workshop employees.

Instructions in respect of workshop employees conceived with a similar purpose and based upon similar principles, were also issued.

CHAPTER VII.

MISCELLANEOUS.

91. Passenger train services and travel amenities.—Consideration of improvements in the passenger train organisation and in station arrangements has continued to receive the careful examination and attention of the railway administrations throughout the year. Special efforts have been directed, so far as the funds available would allow, towards the modernisation of coaching stock design, and to such matters as an adequate supply of cool drinking water for passengers, restaurant car and refreshment room catering arrangements, waiting room accommodation and to the many other details which go to ensure the comfort of passengers. The closing months of the year, however, witnessed no signs of a revival in the volume of traffic handled and the programmes of betterments which have been steadily pursued in recent years required of necessity to be slowed down to conform with the limited supply of funds available for such works. It also became needful towards the close of the year to consider modifications in the train services to suit the altered circumstances of a decreased traffic and to bring about other economies so as to confine expenditure to no more than was necessary for the proper upkeep of the track and equipment. The following is a brief summary of alterations made in the extent of the train services and of the improvements it has been possible to effect on the principal railways during the year. For the most part these were carried out in fulfilment of previous programmes or were executed on account of the urgent necessity for the works being put through.

Train Services.

Bengal Nagpur Railway.—Although the daily train mileage of mail and express trains was reduced from 3,646 to 3,120, that of ordinary passenger trains was increased from 8,714 to 9,038. The local train services mileage was also increased.

Bombay, Baroda and Central India Railway.—The speed of the Kathiawar express from Bombay was accelerated and also that of the frontier mails and the down Bombay Punjab express. Trade depression and the fall in earnings necessitated certain passenger and local trains being cancelled from the 1st September and the 1st October, 1930. Bombay Central Station was formally opened on the 18th December, 1930, and from the 19th of that month all mail, express and through passenger trains were started from and terminated at that terminus instead of Colaba. Bombay Central Local Station was also opened for traffic on the same day. Colaba station was closed from midnight of the 31st December, 1930, and Church Gate station made the terminus for local and suburban electric trains. Adjustments were made in the runs of steam coaches, a light unit which is under experiment as a means of meeting the requirements of local short distance traffic.

Burma Railways.—The opening of the section Nyaungdo to Kyaukpadaung, a distance of $10\frac{3}{4}$ miles, and the extension of two trains to and from Kyaukpadaung entailed a small increase in the daily mileage of mixed trains.

Eastern Bengal Railway.—Owing to the general trade depression the goods and passenger train services had to be reduced, and as a further measure of economy a number of passenger trains were converted into mixed trains. The train miles run per day by passenger trains other than mail and express trains, but including suburban, shuttle and mixed trains, were reduced from 7,708 to 6,139 miles on the metre gauge and from 10,511 to 9,114 miles on the broad gauge.

East Indian Railway.—The total mileage of mail, express and other passenger trains including mixed trains, suburban trains and shuttle services was 1,230,463 during the year 1930-31, as compared with 1,274,884 in the previous year, which represents a decrease of 1,432 train miles per day. There was a decrease in all services except ordinary passenger trains.

Great Indian Peninsula Railway.—A reduction was made in the train mileage of all services rendered necessary on account of the heavy drop in traffic. Two mail and express trains were cancelled, also 8 passenger trains, 16 mixed trains and a large number of electric suburban trains.

Madras and Southern Mahratta Railway.—The train miles on the broad gauge were reduced by 450 compared with the preceding year, made necessary on account of the decreased demand for accommodation. There was a small increase in the mileage of suburban trains. On the metre gauge section the train miles were reduced by 1,035 principally through the cancellation of one train each way between Poona and Kolhapur and two locals between Katpadi and Chittoor.

His Exalted Highness the Nizam's State Railway.—On the broad gauge the train mileage of mail and express trains was reduced but that of ordinary passenger trains was slightly increased. On the metre gauge a reduction was made in the train mileage of passenger and mixed trains to correspond with the reduced demand for travel.

North Western Railway.—Adjustments of the time-table resulted in an increase in the train mileage of mail and express trains of 1,224 daily, but a reduction in that of passenger and shuttle trains of 1,148 and 1,253.

South Indian Railway.—Train miles were increased under the heads mail, express, passenger and suburban trains and reduced under mixed and shuttle trains other than suburban, the net effect being an increase in the daily train mileage of 1,247. The increase in train miles was partly due to the opening of new lines.

Improvements in the design of and accommodation in carriages.

Assam Bengal Railway.—Of the 458 third and intermediate class carriages (including composite carriages of different classes), 443 have now been fitted with latrines. Of these 416 have been provided with water tanks.

Bengal and North-Western Railway.—During the year the fitting of electric lights in the latrines of bogie third class and intermediate and third class carriages has been extended.

Bengal Nagpur Railway.—Lighting arrangements are gradually being provided in the latrines of third class carriages. All coaches have been provided with latrines and enamel floor pans have been fitted to all third class latrines. Experimental work was undertaken in regard to a better type of upper berth in first and second class compartments and of fans in intermediate class coaches.

Bombay, Baroda and Central India Railway.—The programme for the replacement of old type vehicles by modern stock of the latest standard design and the elimination of four-wheeled stock was continued. The new type of coaches is provided with larger latrines according to the standard laid down by the Railway Board. All gas-lit stock is gradually being converted to electric lighting and the external lighting of broad gauge coaching vehicle rakes was taken in hand. Reading lamps have been provided over each berth in first class carriages and the number of fans in upper class stock increased.

Burma Railways.—The electric lighting of all the bogie stock was completed. Coat-hooks have been provided in 1,500 latrines of third class carriages and the latrines generally improved.

Eastern Bengal Railway.—An improved pattern throwover window catch has been fitted to the slatted windows of some coaches. There was a net increase in the seating accommodation of 4,453 seats on the broad gauge and 3,981 on the metre gauge following on the placing of new stock on the line.

East Indian Railway.—The construction of one intermediate class and one third class tourist car was taken in hand. These vehicles are 68 feet long, mounted on standard bogie underframes and will each accommodate 38 passengers. Two rakes of passenger stock were fitted with an improved system of external lighting. The external lighting is entirely separate from the internal and is used only when the train is at a stand or proceeding dead slow. The internal lighting has been greatly improved by this separation; the method, however, is still in the experimental stage. All latrines in bogie intermediate and third class stock passing through workshops were fitted with coat-hooks.

Great Indian Peninsula Railway.—The year saw the completion of a second articulated rake for the Poona-Bombay section. Four first and second class composite carriages were built to the new standard design. Each first class berth is provided with a fan and second class compartments have two fans where previously one was provided. Two experimental third class tourist cars of new design were built, each fitted with 20 berths and ample washing and bathing accommodation.

His Exalted Highness the Nizam's State Railway.—Incandescent gas burners were substituted for ordinary gas burners in some third class carriages. Coat-hooks and corner shelves were provided in several carriages.

North Western Railway.—Improved upholstering of seat cushions was continued and better wide-type latrines with higher capacity water tanks were provided in lower class carriages. Experiments were made with different types of light fittings and a design arrived at which is satisfactory as regards the illumination of the footboard and lighting on either side of the train at platform and rail level. 150 vehicles were converted from gas to electric lighting during the year. As in the previous year all lower class carriages built were provided with a wider type of latrine with higher capacity water tank. Automatic self-closing water-cocks were used to avoid waste and to improve the flushing. The new intermediate class carriages were provided with a folding type of wash-hand basin in the latrines.

Jodhpur Railway.—Latrines in certain lower class carriages were enlarged and provided with electric lights and ventilation. Coat-hooks were fitted. An alteration was made in the design of certain lower class carriages the purpose of which is to enable passengers to obtain access to any part of the carriage.

Rohilkund and Kumaon Railway.—The roofs of all third class passenger stock have now been painted white internally and the sides white and grey; this has improved the lighting of the coaches. An improvement was made in the latrine arrangements.

South Indian Railway.—28 bogie third class carriages and 16 bogie composite first and second class were built to the latest design in replacement of old vehicles. Separate women's accommodation was provided in 18 broad gauge and 2 metre gauge carriages and the existing women's compartments in a large number of metre gauge carriages were provided with indication boards capable of being suitably illuminated at night. Other improvements were effected in the accommodation for women. Destination boards indicating the stations between which coaches are employed have been fitted to the exterior of many through trains. Improvements were made in the latrine arrangements. Revolving chairs originally provided in a dining car have been replaced by tip seats; additional steps have been provided in many carriages to afford greater convenience in entering and alighting at low-level platforms. All upper class compartments of the metre gauge stock have now been fitted with night-lights. Locks of special design have been fitted to the lavatory doors of all new upper class carriages which prevent the doors from opening while the train is in motion.

Supply of Drinking Water.

Assam Bengal Railway.—A tube well was sunk at Srinidhi, an extra ground tank dug at Furkating and the existing tank at Maherkalibari station was extended.

Bengal and North-Western Railway.—During the hot season 88 extra watermen were employed and 12 wheeled water tanks provided at certain important stations. Two hydrants were erected at Sonapore and one new double-headed hydrant on the island platform at Khagaria.

Bengal Nagpur Railway.—209 permanent watermen were employed as at the 31st March 1931, with an additional temporary hot weather staff of 76 men. An extra two-wheeled receptacle for the supply of water was provided during the year at Itwari Station. One water storage shelter was provided at Bilaspur.

Bombay, Baroda and Central India Railway.—The method of providing travelling watermen on all passenger trains during the hot weather was continued. Additional watermen were appointed on the metre gauge. With a view to arranging a better supply of cool drinking water, experiments were made of concentrating watermen at large stations where trains stop for ten minutes and over. A large number of improvements was made in the watering arrangements at stations by way of water taps, pipe lines and water houses.

Eastern Bengal Railway.—The supply of drinking water to passengers was improved during the year by the provision of water taps, hydrants and tube wells at five stations at a total cost of Rs. 5,838.

East Indian Railway.—A filtered water supply was provided at Barakar Station. A 3 inch pipe for the third class area at Cawnpore Central was installed, brick built parapets for water jars erected at Mirzapore and notices directing passengers to these hung in conspicuous places; additional Hindu and Muhammadan watermen were appointed during the hot weather, and wooden cages were supplied at certain stations for storing drinking water in jars.

Great Indian Peninsula Railway.—Water cages were provided on passenger platforms at six stations, a stand pipe erected on the down platform at Bodwad and a water tap at Chembur.

Madras and Southern Mahratta Railway.—On this Railway permanent watermen were employed at 41 stations, temporary men at 54. Water taps were provided at 90 stations and water taps and watermen at 74 stations.

His Exalted Highness the Nizam's State Railway.—Improved arrangements for supply of water were made at Bhadrachallam and Potkapalli.

North Western Railway.—Deep well hand-pumping plants or tube wells were provided during the year at nine stations, handbarrows for cold water were supplied at several stations. As in the past extra watermen were employed during the hot weather and squads of watermen accompanied trains to supply water to passengers.

Rohilkund and Kumaon Railway.—Five hand carts were supplied at certain stations. The settling tank at Ramnagar was divided so as to allow of silt being separated and of the water being chlorinated.

South Indian Railway.—Additional hydrants were erected at seven stations; drinking water carts were provided at two stations and one chlorinated tank at Nilambur Road.

Restaurant Car Services and Refreshment Rooms.

Bombay, Baroda and Central India Railway.—The popularity of the arrangements for hot meals for Hindus and Muhammadans on certain broad gauge express trains was maintained. The number of new refreshment rooms provided were two for Hindus, two for Muhammadans and two for the travelling public generally at Bombay Central and one for the latter at Chitorgarh.

Burma Railways.—One new dining car was built.

Great Indian Peninsula Railway.—A buffet car for Indian refreshments was run on the Grand Trunk expresses between Balharshah and Delhi from 1st September, 1930. Dining cars for 1st and 2nd class passengers were

placed in service on important through trains between Bombay-Nagpur, Bombay-Delhi, Bombay-Chheoki, Bhusawal-Jhansi and Bombay-Poona. The number of refreshment rooms was increased from 36 to 37.

Madras and Southern Mahratta Railway.—An Indian refreshment car was placed in service on the Grand Trunk expresses between Madras and Bezwada from the 1st September, 1930. At Nidadavolu station an Indian refreshment room was opened on the 1st May, 1930, bringing the total number of Indian refreshment rooms on the railway to 42.

South Indian Railway.—An Indian buffet car was placed in commission between Madras, Egmore and Shencottah and between Villupuram and Shencottah. The number of Indian and Muhammadan refreshment rooms was increased from 27 and 5 respectively to 29 and 6 during the year, a Muhammadan refreshment room being opened at Tanjore and two light refreshment rooms at Palni and Dindigul.

Vendors' Stalls.

Assam Bengal Railway.—Eight vendors' stalls have been built at Dhoom Ghat, Feni, Fulgazi, Hathazari, Nazirhat, Sholashahar and Brahmanbaria. There are now 52 Hindu and 32 Muhammadan stalls on the railway. The stalls are supervised by the Indian Tea Cess Committee who have effected improvements in the method of preparation of tea at the stalls.

Bengal and North-Western Railway.—A new refreshment stall was erected on the main platform at Muzaffarpur and a new tea stall at Barauni Junction.

Bengal Nagpur Railway.—An old type of vendor's stall at Rambha was dismantled and a new one provided in its place. Improvements have been effected during the year by the provision of marble slabs in the tea kiosk at Purulia. Other minor improvements have been effected in certain stalls including a kitchen for the Muhammadan catering staff at Chakardharpur and water taps in the Indian catering stalls at Berhampur and Kolaghat. Improvements were also made in the Indian catering building at Ranchi.

Bombay, Baroda and Central India Railway.—In addition to improvements to many stalls several new Hindu and Muhammadan tea and refreshment stalls were built either to replace old types or as additions to those already at stations.

Burma Railways.—Work at two vendors' stalls at Shanzu was commenced and one vendor's stall was provided at Namma Station. The vendor's stalls at Gyogon and Thamaing were improved.

Eastern Bengal Railway.—The stalls on this railway are of approved pattern and fitted with marble-top counters, glass cases, etc. The question of providing re-inforced concrete portable stalls by the Railway is under consideration.

East Indian Railway.—A vendor's stall was provided at Ondal station.

Great Indian Peninsula Railway.—Improvements were made in stalls at several stations including Victoria Terminus and Manmad. The number of stations at which stalls are provided is now 123.

Madras and Southern Mahratta Railway.—A new model tea stall was opened at Guntakal in addition to the existing stalls at this station.

North Western Railway.—Additional stalls were provided at three stations. Improvements to the existing stalls were carried out at Amritsar, Nowshera, Peshawar City, Campbellpur and Peshawar Cantonment.

Jodhpur Railway.—The number of vendor's stalls was increased at several stations.

South Indian Railway.—Tea and fruit stalls were provided at a large number of stations during the year. The licensees at Dindigul and Palni were permitted to erect at their own cost small refreshment rooms instead of

wooden stalls. Combined fruit and tea stalls of an improved type were constructed at Vellore Cantonment and Cannanore.

Waiting rooms for upper class passengers. Waiting halls for third class passengers. Benches.

Assam Bengal Railway.—A waiting room was provided for first and second class passengers at Chowmuhan. The waiting shelters at Comilla and Brahmanbaria have been extended. Jamunamukh station building has been extended to provide for third class passengers and a new shelter has been built at Sholashahar station.

Bengal and North-Western Railway.—A waiting hall was provided on the platform at Gorakhpur station. Double seated benches were provided at a few stations and the supply of additional benches is in hand.

Bengal Nagpur Railway.—Extensions and improvements to the waiting halls at Kanhan, Byree and Khirsadoh were sanctioned and work completed during the year. Waiting halls at Khajura, Kanhiwara and Cuttack were completed and the construction of shelters at two other stations taken in hand. Temporary waiting shelters were completed at five passenger halls between stations. Two benches each were provided on the platforms at Bhojudih and Chakardharpur and one bench at Bakrabad. Twelve benches were provided in the waiting shelters at five other stations.

Bombay, Baroda and Central India Railway.—Modern waiting and retiring rooms were provided at the new station building at Bombay Central and a waiting room for ladies constructed at Church Gate. A waiting room was also provided at Chanasma. Additional passenger halls, waiting shelters and other accommodation for passengers were provided at a large number of stations, the nature of the alterations taking the form of extending waiting shelters, provision of lighting, sunshades, zenana rooms, covered roofs over platforms, etc. It is the policy of the Bombay, Baroda and Central India Railway to provide waiting shelters with benches and 68 wooden or cement benches were supplied during the year.

Eastern Bengal Railway.—A first and second class waiting room was completed and brought into use at Bogra. Extensions and improvements were made to waiting halls for third class passengers at seven stations. New waiting shelters were built at nine stations at a total cost of Rs. 20,713. Passenger shelters at Raninagar and Abdulpur were also under construction at the end of the year. Besides the above, combined intermediate and third class ladies' waiting rooms and halls were provided at six stations. At 98 stations a total of 158 additional benches were provided in third class waiting halls. The amount expended on such amenities amounted to Rs. 4,044.

East Indian Railway.—The shelters for third class passengers at Ondal, Chandrapura, Roorkee and Najibabad were extended and new shelters built at four stations. Additional platform benches were provided at 26 stations; these included 22 at Cawnpore Central.

Great Indian Peninsula Railway.—An old third class waiting room at Dhamangaon was converted into an upper class ladies' waiting room, and a waiting room for *pardah* women provided in the existing third class hall. The waiting hall at Baran was extended. New third class waiting shelters were provided at nine stations. Fourteen benches were provided at four stations.

Madras and Southern Mahratta Railway.—The third class waiting room at Gudivada and Chickjajur were extended. Waiting rooms were provided for *pardah* women at three stations. Thirty additional benches were provided on platforms at 12 stations.

His Exalted Highness the Nizam's State Railway.—Waiting shelters were provided at three stations. A third class waiting room at one station was paved and the Secunderabad Broad Gauge main platform roofing was completed.

North Western Railway.—Waiting rooms for first and second class passengers were provided at Derababa Nanak, Lalamusa and Simla. Extensions to waiting shelters were carried out at three stations and a new shelter was constructed at Tarujabba. 230 additional benches were supplied at 40 stations.

South Indian Railway.—Waiting rooms for first and second class passengers were provided at Nazareth, Manamadura, Guindy, Pallavaram and Tambaram. The existing waiting shelter accommodation was extended at seven stations. New shelters were erected at 16 stations, some of these being temporary in connection with special *mela* traffic. 75 additional benches were supplied at 13 stations.

Opening of new stations and city booking offices.

Bengal Nagpur Railway.—One additional passenger hall was opened during the year at Chandameta in the Nainpur District.

Bombay, Baroda and Central India Railway.—Eight new flag stations were opened during the year. Three of the existing flag stations, at which a fairly heavy traffic had been fostered are being provided with booking offices, waiting shelters, and benches. Booking facilities or improvements additional to the existing facilities were provided at a large number of stations.

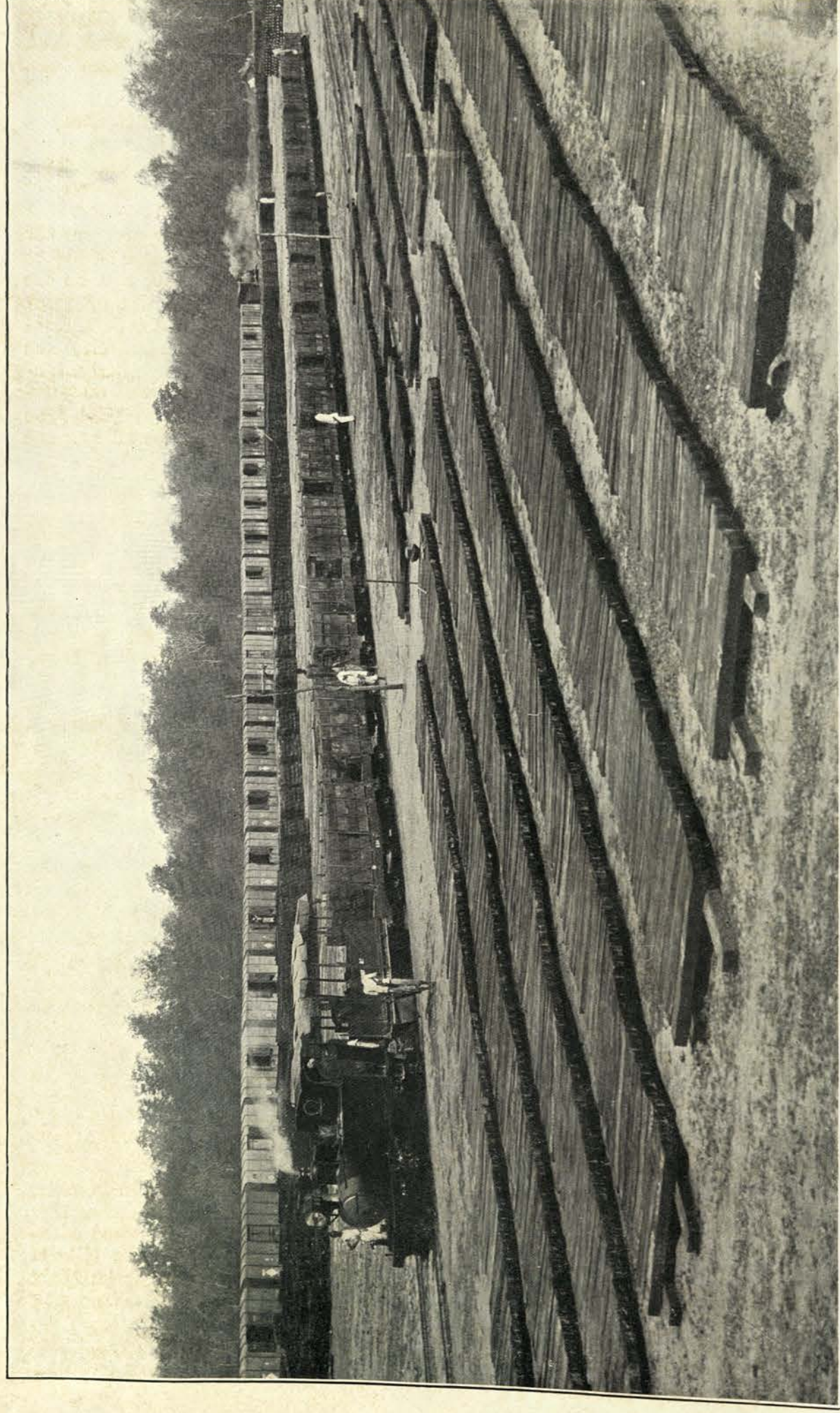
East Indian Railway.—A booking office in the new third class waiting hall was provided at Tundla.

North Western Railway.—New stations were opened during the year at the Walton Training School and at Khudazai. A city booking office was opened at Patiala in December, 1930, but on account of insufficient traffic was closed in the following March.

92. Flood damages.—The rainfall throughout the country as a whole was normal, but as is usual the distribution varied in different localities causing sudden floods of sufficient severity to breach the line or cause damage to bridges. The more serious of these interruptions to traffic were the wash away of 4 spans each of 60 feet in length of the Waghoor River Bridge on the Great Indian Peninsula Railway. Damage to several bridges on the Eastern Bengal Railway was caused as a result of heavy rain in the adjoining hills and several breaches occurred on the South Indian Railway including serious damage to the Nilgiri hill railway where several bridges were completely washed out. This section of the line was out of commission from October, 1930, until April in the following year. Some details of the breaches, wash-aways and slips that occurred during the year are recorded below.

Bombay, Baroda and Central India Railway.—On 29th June 1930, owing to heavy rain the narrow gauge branch line was washed away at many places between Samni and Pakhajan and also between Sambeti and Dahej. The train service was suspended and was resumed from the 2nd July, 1930. On 3rd July, 1930, the line was again breached at several places on the Samni-Dahej Railway and between Koteswar and Kora on the Broach-Jambusar Railway. The train service on the Samni-Dahej Railway and between Koteswar and Kavi was suspended. The line on the Jambusar-Kavi Railway was repaired and communication restored on the 9th July, 1930, and that on the Samni-Dahej Railway on the 11th July, 1930. On 4th July, 1930, the line was breached at certain places between Nar and Sayama. The line was repaired on 9th July, 1930. Transhipment was arranged between Sayama and Cambay from 9th July, 1930, and through communication restored on 15th July, 1930. On 21st July, 1930, the line was breached at Chau Mahla and was unsafe for trains; transhipment was impossible. The frontier mails were diverted *via* the Great Indian Peninsula Railway. The line was repaired and through communication restored on 22nd July, 1930. On the 7th and 8th July, 1930, owing to heavy rains, the Sabi river which was in flood left its course and swept through the Rewari station yard which

ROHILKUND & KUMAON RAILWAY.



Chandan Chowki—Sleepers for Indian railways extracted from the Nepal Government forests.

was scoured through and the line near Rewari breached between Pataudi Road and Khalilpur, between Rewari and Jatusana, between Kund and Khori and between Bawal and Rewari. Through communication was restored after a week.

Great Indian Peninsula Railway.—On the Pachora Jamner Railway, 4 spans 60 feet long of the Waghoo River Bridge at miles 255/11 were washed away and the bank considerably damaged for a length of 1,250 feet. This occurred on 9th September, 1930, and through traffic was resumed on 1st December, 1930. On the Cawnpore-Banda Railway a washaway occurred at mile 838.3, due to abnormal rain in the Bharwa Sumerpur area on the 27th of July, 1930. This breach was repaired and the line was opened for traffic on the 30th July, 1930. Again on the 4th August, 1930, and on the 12th August, 1930, parts of a bridge collapsed. This bridge was of brick masonry and consisted of three fifteen feet arches. The highest flood level was 18 inches above rail level on the 28th July. Transhipment at site was carried out till 20th September when a temporary bridge on the original alignment was brought into use. A temporary diversion was started on 12th September, approximately 1,300 feet long with a grade of 1 in 100. The temporary bridge on the permanent alignment was opened for traffic on the 9th May, 1931.

Eastern Bengal Railway.—Due to heavy rains in the hills, two sections of the metre gauge, viz., the Gauhati extension and the newly opened Purnea-Murliganj branch, were attacked by the rivers in those parts, and serious damage was done to bridges.

Madras and Southern Mahratta Railway.—On the afternoon of 26th October, 1930, bridge No. 482 at mile 146/3.4 between Kavali and Tettu was affected by floods and the line damaged in several places between these two stations rendering passage of trains impossible. On 27th October, 1930, only a few important trains were run and were transhipped at bridge No. 482. On and from 28th October, 1930, a limited train service was introduced between Madras and Bezwada. Transhipment was necessary until 1st November, 1930, when through running over the bridge was resumed. The normal train service was restored from 5th November, 1930. On the 29th November, 1930, owing to a cyclone several breaches occurred on the North-East line necessitating in some instances diversion of traffic. By the 5th December through running was resumed.

North Western Railway.—Breaches occurred in several places on the Kohat-Thal and Larkana-Dodapur sections of the narrow gauge lines and the heavy flood in the Sutlej River was responsible for others on the Lohian Khas section. But in these cases the damage was not considerable. A serious breach in the Begarji Bund allowed the Indus River water to flood the countryside and attack the railway line on the Ruk-Sibi section. Only emergent transhipment was done during this period by boats and trollies. Six special trains were run with flood refugees from Shikarpur to Rohri on 27th July, 1930. An arrangement was also made to tranship the mails by aeroplane between Rati and Jacobabad and it continued from 8th August, 1930, to 10th September. Heavy slips occurred on account of constant rain in the Kangra Valley and interfered with traffic on the Kangra Valley Railway. On the Sind left bank feeder line trouble was experienced on the Mahrabpur-Pad Idan section which was breached in several places.

South Indian Railway.—Due to heavy rains between 21st to 26th October, 1930, and again in November there were breaches in several sections of this railway causing interruptions to traffic. All the breaches were restored within a period of one month but serious damage was caused on the Nilgiri railway due to heavy slips, resulting in several bridges being completely washed away; they were reconstructed and through communication was restored on 10th April, 1931.

93. Accidents.—The following table shows the number of passengers, railway servants and other persons killed and injured in accidents on Indian

Railways, apart from accidents in Railway Workshops, in 1929-30 and 1930-31:—

Cause.	KILLED.		INJURED.	
	1929-30.	1930-31.	1929-30.	1930-31.
<i>Passengers.</i>				
In accidents to trains, rolling-stock, permanent-way, etc.	6	12	69	140
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	349	325	1,040	881
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	3	...	17	16
	358	337	1,126	1,037
<i>Railway Servants.</i>				
In accidents to trains, rolling-stock, permanent-way, etc.	33	25	174	132
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	343	282	1,708	1,827
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	62	44	4,014	4,659
	438	351	5,896	6,618
<i>Other persons.</i>				
In accidents to trains, rolling-stock, permanent-way, etc.	67	71	171	96
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	2,481	2,397	774	735
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	21	24	87	61
	2,569	2,492	1,032	892
	3,365	3,180	8,054	8,547

Of the total of 3,180 persons killed, 1,921 were trespassers on the line, 365 were reported by the Police to be suicides and 68 were killed on railway premises otherwise than through the movement of trains. The number of persons killed has decreased by 185 as compared with the previous year. The number of passengers killed, decreased by 21 and of passengers injured by

89 although there was an increase in the passenger train miles of 130,000 over the previous year. The following figures show the number of *passengers* killed and injured on all railways during the last 5 years :—

Year.	PASSENGERS.	
	Killed.	Injured.
1926-27	347	1,264
1927-28	387	1,179
1928-29	418	1,368
1929-30	358	1,126
1930-31	337	1,037

On class I Railways the number of *railway servants* killed in accidents occurring during the movement of trains and railway vehicles, exclusive of train accidents, decreased by 64, while the number injured increased by 121. The following table analyses the main causes of accidents :—

Cause.	KILLED.		INJURED.	
	1929-30.	1930-31.	1929-30.	1930-31.
Misadventure or accidental	210	187	1,400	1,550
Want of caution or misconduct on the part of the injured person.	125	80	215	186
Want of caution or breach of rules, etc., on the part of servants other than the persons injured.	3	7	31	30
Defective apparatus or system of working, dangerous places, dangerous conditions of work or want of rules or systems of working.	...	...	...	1
	338	274	1,646	1,767

94. The following is an analysis of accidents which occurred during the last two years grouped according to the principal causes. A statement show-
n 2

ing the accidents in greater detail for each railway will be found in Appendix D of Volume II of the Report :—

	1929-30.	1930-31.
Running over cattle	9,285	8,861
Derailments not involving passenger trains	4,095	4,176
Accidents due to failure of couplings and draw gear	3,091	3,100
Accidents due to failure of engines owing to faulty material, workmanship and operation arising from the working of the running staff	3,105	2,483
Accidents due to failure of engines owing to faulty material and workmanship in the Mechanical Department	783	712
Broken rails	336	415
Derailment of passenger trains	511	369
Flooding of permanent way	171	288
Collision involving goods trains or goods vehicles	300	222
Running over obstructions on the line	217	222
Fires in trains or at stations or bridges	266	173
Train wrecking or attempted train-wrecking	58	145
Trains running over obstructions or vehicles at level crossings	125	104
Passenger trains running in the wrong direction through points but not derailed	110	96
Accidents due to failure of axles	94	90
Land slips	108	87
Collisions involving passenger trains	88	80
Collisions between light engines	71	53
Accidents due to failure of tyres or wheels	14	27
Accidents due to failure of brake apparatus	19	23
Failure of bridges or tunnels	4	9
Miscellaneous	675	616
	<u>23,526</u>	<u>22,301</u>

The total number of accidents shows a decrease of 1,225 as compared with the previous year. "Running over cattle" still accounts for the largest number, 40 per cent. Next in order are "derailments not involving passenger trains", 19 per cent., "accidents due to failure of couplings and draw gear", 14 per cent., "accidents due to failure of engines owing to faulty working of the running staff, etc.", 11 per cent., and "accidents due to failure of engines owing to faulty material, etc., in the Mechanical department", 3 per cent.

"Collisions involving passenger trains" show a slight decrease, although passenger train miles increased by 130,000 miles. The other heads showing a decrease are "derailment of passenger trains", "collisions involving goods trains or goods vehicles", "fires in trains or at stations or bridges", "trains running over obstructions or vehicles at level crossings", "passenger trains running in the wrong direction through points but not derailed", "accidents due to failure of axles", "land slips" and "collisions between light engines". There was a large increase in the number of accidents classed as

train wrecking or attempted train wrecking, the number in 1929-30 was 58 whereas in the year under review it is 145.

95. Among the more serious accidents which occurred during the year the following may be briefly mentioned :—

Derailment of 1 Up Express on the Bengal and North-Western Railway owing to a cyclonic storm.—On 26th May 1930 at about 19.5 hours while No. 1 Up Express train was proceeding between Sahebpur Kamal and Lakhminia on the Katihar-Cawnpore section of the Bengal and North-Western Railway, it was struck by a cyclonic storm. The driver applied the brakes and brought the train almost to a stand, but the force of the storm derailed the train, and all vehicles, except one bogie, were overturned. One passenger and the engine Khalassi were killed and four passengers, the driver, fireman and Assistant Guard injured. The total damage to the rolling stock amounted to Rs. 21,500.

Derailment of No. 60 Down mixed train on the Bombay, Baroda and Central India Railway owing to a storm.—On the 10th June, 1930, at 18-10 hours No. 60 Down mixed train while proceeding from Sonason to Himatnagar on the Ahmedabad-Parantij branch of the metre gauge section of the Bombay, Baroda and Central India Railway encountered a severe storm. The last nine vehicles of the train which were all bogie passenger vehicles were blown from the track and overturned. Twenty-four passengers were injured, of whom one died subsequently. The damage to rolling stock amounted to Rs. 1,800.

Derailment and attempted wrecking of 16 Up passenger train on the Great Indian Peninsula Railway.—On the 24th July 1930 at 15-15 hours all the vehicles (except the engine) of No. 16 Up passenger train were derailed between Narayanpeth and Yadgiri on the Poona-Raichur section of the Great Indian Peninsula Railway. Two railway servants and three passengers were slightly injured. The derailment was due to some wooden keys having been maliciously removed from the track and to an obstruction being placed on the rails. The estimated cost of damage to the permanent way was Rs. 1,584 and to rolling stock and locomotive Rs. 2,000.

Derailment of 12 Down mixed train on the Burma Railways owing to the line being breached by heavy rain.—On the 15th September, 1930, at about 1-0 hours, 12 Down mixed train while on the run between Ywadow and Pyinmana on the main line between Rangoon and Mandalay on the Burma Railways ran into a breach which had been caused by heavy rain which fell during the two hours immediately preceding. The engine and tender, ten goods wagons, one bogie touring saloon and one bogie brake were derailed. One servant in the saloon was killed and three injured. The approximate damage to the rolling stock amounted to Rs. 30,000, and to the permanent way Rs. 1,000.

Derailment and attempted wrecking of No. 302 Down goods train on the East Indian Railway.—On the 17th September at about 0-50 hours, No. 302 goods train was derailed between Karchana and Bheerpur on the Moghalsarai-Allahabad section of the East Indian Railway. The engine was overturned and the twelve leading wagons derailed. The driver, guard and first fireman sustained slight injuries. The derailment was due to wilful damage having been done to the line, one rail having been completely removed from its position on the sleepers and laid at the side of the track. The damage to rolling stock and to the engine was estimated at Rs. 13,000 and to the permanent way about Rs. 500.

Derailment and attempted wrecking of 7 Up Dacca Mail on the Eastern Bengal Railway.—On the 17th September 1930, at about 0-52 hours, No. 7 Up Dacca Mail was entirely derailed between Banpur and Darsana on the Ranaghat-Poradah section of the Eastern Bengal Railway. The driver felt the wheels under his cab derail and immediately applied the brake, the train coming to a stand within its own length, but not before it had been derailed. Four persons were killed and fifty-six injured. The derailment was due to a rail having been stripped of its fastenings by some person or

persons unknown, the bolts, nuts and fish-plates being found loose and undamaged opposite the ends of the rail. The damage to rolling stock was estimated at about Rs. 55,000 and to the permanent way at Rs. 3,000.

Derailment and attempted wrecking of 4 Down mail on the Burma Railways.—On the 28th October, 1930, at about 1-50 hours, 4 Down mail was derailed between Sibintha and Nyaungchidauk on the Rangoon-Mandalay main line. The engine, tender and six rear bogies remained on the track but the leading four-wheeled luggage van, bogie brake and seven passenger bogie vehicles were derailed, four vehicles being capsized. The accident was due to the removal of a joint and 12 spikes in a short rail length south of the bridge at mile 144/17 by some person or persons unknown. Two passengers were killed and seven injured of whom one died subsequently. The approximate damage to rolling stock was Rs. 65,000 and to the permanent way Rs. 400.

33 Up mixed train running into a motor bus on the North Western Railway.—On the 15th November, 1930, at about 13-30 hours, a motor bus crashed through the closed gates at a level crossing between Nasrula and Shamchaurasi on the Jullundur Cantonment-Hoshiarpur branch line of the North Western Railway and was run into by 33 Up mixed train which was passing at the time. The motor bus was wrecked and two vehicles of the train were damaged. Two passengers in the bus were killed and three injured.

Derailment and attempted wrecking of 82 Down Parcels Express on the East Indian Railway.—On the morning of the 25th May, 1930, at 4-5 hours, 82 Down Parcels Express running between Maitha and Bhanpur was derailed. An examination of the track immediately after the occurrence showed that the fish-plates, nuts and bolts of one of the rails had been removed and the rail turned over on its side. There was slight damage to rolling stock and to the track.

96. Publicity.—The propaganda conducted by the Central Publicity Bureau of Indian Railways during 1930-31 and during the past few years in Great Britain and America and to a lesser extent on the Continent, taken with the interest that has been aroused throughout the world in regard to India's political future will, it is believed, result in a large influx of visitors when conditions become more settled. The disturbed state of India throughout the year and the world trade depression have undoubtedly prevented many travellers from visiting this country. The serious loss of revenue from the decline both in traffic from abroad and in local traffic in India made it necessary to effect a curtailment of the budget allotment for publicity during the year, and strenuous endeavours were made by the bureau to develop all possible sources of revenue, among which was an extension of the activities of the London office to procure advertisements for display in India.

Films.—The production of films continued to be an important part of the bureau's activities. Apart from topical films, the most interesting output of the year were films of Kashmir and Shillong and of the Inauguration Ceremonies in connection with the formal opening of New Delhi. Three "Safety First" films were prepared, and a film illustrative of the remarkable growth of the canal colonies in the Punjab, entitled "The Desert Awakes", was produced in collaboration with the Director of Agriculture of the Punjab Government. The use of travelling cinema cars was suspended in February, 1931, owing to the necessity for economy, but during the first ten months of the year under review nine hundred and seven shows were given on the four State-managed railways at which the attendance is estimated to have aggregated over 1,000,000. Many of the films shown have an educative value treating of subjects such as health and agriculture and topics which might be expected to encourage travel to pilgrim centres, others have an amusement motive and some were instructional in railway matters. The expansion of the photographic output of the bureau continued to be accounted for to some extent by the numerous photographs of the Inauguration Ceremonies in New Delhi taken by the bureau for publicity purposes. The reproduction fees received from many of the leading newspapers and periodicals throughout

the world in respect of these photographs more than covered the additional expenditure that was incurred by the bureau.

Pamphlets and posters.—The literary activities of the bureau were reflected in the production of a second edition of the general pamphlet on India and Burma referred to in the last report. That publication contains much information calculated to be of assistance to tourists from overseas. It is expected to distribute 60,000 copies during the year 1931-32. The preparation of a somewhat similar pamphlet describing the more important pilgrim centres in India for use by residents of the country was commenced. The number of pamphlets distributed by the bureau throughout the twelve months exceeded 318,000.

Indian State Railways Magazine.—The number of subscribers to the Indian State Railways magazine continued to increase. The general policy has not been changed and every endeavour has been made to keep the magazine to its high standard both in production and in the variety of articles selected. Articles not only of general interest to the public but of special interest to railwaymen have been included in each issue. During the year two special numbers were produced, one in December and the other in February. Of the December issue 10,000 copies were printed and a large number distributed through tourist and travel agencies and through the London and New York Indian Railways bureaux. The February issue treated specially of the inauguration of New Delhi. Over 1,000 copies were sold in Delhi alone, and this issue was well reviewed both by the press in India and in England. Despite the general trade depression and the consequent drop in receipts from advertisements, the magazine was run at a profit after making full allowance for all overhead expenses. Supplements to the Indian State Railways magazine were published monthly by the North Western, Great Indian Peninsula, East Indian and Eastern Bengal Railways. The supplements are intended to keep the staff informed of current events and social happenings on their own railways and have maintained their high standard and continued to prove popular with the staff.

London bureau.—The main office remained at 57, Haymarket, while a branch was opened in July, 1930, in India House. The main room of the latter is an annexe of the octagonal entrance hall and has a vaulted ceiling eventually to be decorated by Indian artists with frescoes such as are now being executed in other parts of the building. The furniture of the bureau has been specially designed and is constructed of Indian rosewood. The bureau was visited by Their Majesties the King and Queen on the 8th of July, 1930, when India House was opened, and Her Majesty visited the bureau a second time on the occasion of her visit to an exhibition of pictures by Indian art students. The activities of the bureau in London take the form of advertising in the Press, obtaining the co-operation of journalists, authors, educational institutions and others in propaganda to promote the interest of the public in India and to encourage travel in this country. Posters were distributed and reciprocal arrangements entered into with English railways for the display of posters. Attractive window displays were arranged in both the Haymarket and India House bureaux.

New York bureau.—The new offices at 38, East 57th Street between Fifth and Madison Avenues were occupied on May 28th, 1930. The general design of the waiting room is of the Moghul period, the panelling being in the form of an arch and the pillars a simplified form of those in the Pearl Mosque at Delhi. The panelling is of American walnut, which is similar to Kashmir walnut, and the partitions also of walnut are constructed with pillars designed as minarets. The whole design produces a striking and pleasing effect and reports have been received that the bureau compares favourably with other tourist offices in New York. Owing to the unsettled conditions in India during the year the amount allotted for advertising in New York was considerably curtailed. A large number of pamphlets were distributed in addition to about 4,000 copies of the Indian State Railways magazine. Window displays were staged in leading shops and tourist agencies in New York and other cities. The primary object of the New York

bureau is to keep India in the forefront in the itinerary of tourists and to disseminate information and distribute literature to travel agents and the American public.

Publicity in India.—As in previous years conducted tours for residents of the country were organised on several railways whereby people who, it is believed, would not have travelled ordinarily were encouraged to make the journey. Publicity officers on railways and of the Central Publicity bureau have paid particular attention during the year to the problem of the best means of encouraging third class traffic on railways. In addition to the production of suitable films to encourage Indians to visit pilgrim centres, a pamphlet is now under preparation giving information as to places of interest, fees to be paid, accommodation available for visitors and other details which are likely to be of use to those who are contemplating a pilgrimage. The question of organising third class conducted excursions on a larger scale was also examined. This form of travel has already been adopted on various railways, the Bombay, Baroda and Central India Railway having run ten special trains during the year, while the Eastern Bengal Railway, arranged for four special trips for third class passengers. All railways by the issue of handbills in the vernacular, by posters, the use of the gramophone and by other methods have brought to the notice of prospective passengers the travel facilities which railways are now-a-days in a position to offer.

97. A brief account of the publicity work undertaken on certain railways during the year is given below :—

Bombay, Baroda and Central India Railway.—This railway was particularly affected by the disturbed conditions both political and economic, which prevailed in India during the year, and in the circumstances the administration considered it essential to exercise a careful and discriminating discretion in the matter of expenditure on publicity. There was accordingly a reduction in expenditure as compared with the sanctioned budget allotment under this head during the year. In accordance with established practice the seasonal concessions for Christmas, Easter and Divali holidays were advertised on the same lines as formerly. With the object of stimulating traffic to hill stations, appropriate measures were adopted and special care taken to emphasize the attractions of the Himalayas. The success of this policy was reflected in an increase in the number of passengers to Kashmir. Altered circumstances rendered it inadvisable to pursue the policy of intensive propaganda on the lines carried out on the metre gauge system last year for the purpose of creating additional third class pilgrim traffic on the conducted tour basis. Original photographic views depicting places of tourist and pilgrim interest were utilised in decorating the waiting rooms at Bombay Central Station. All work in connection with commercial advertising at stations and other places were taken over from Messrs. A. H. Wheeler & Co., Advertising Agents, by the Publicity Department of the Railway. Eight special trains were run during the cold weather for overseas tourist traffic, the revenue derived slightly exceeding that of the previous year. An interesting feature of a second class tourist special run from Bombay was the entertainment provided by means of wireless loud speakers fitted up in the dining car. Special efforts were made to attract traffic during the holiday periods, taking the form of distribution of leaflets, display of posters and in other ways. A close touch was maintained with the Indian press where a number of articles and photographs were published in addition to advertisements being inserted. Many items of interest were communicated to English periodicals and published by them.

Eastern Bengal Railway.—The activity of the railway in publicity matters was well sustained throughout the year. An interesting innovation was a talk on Darjeeling in English and in the vernacular broadcasted from the Calcutta Station of the Indian Broadcasting Company in February 1931.

East Indian Railway.—Attention was chiefly directed to the development of third class traffic, posters pictorial as well as letter press being freely distributed, and advertisements and articles placed in the newspaper press and in periodicals. Other forms of publicity took the form of travelling

cinema cars, tourist advisers at important stations, stalls at exhibitions and at *melas* and fairs. Owing to the urgent need for retrenchment the activities of the publicity branch were curtailed and attention was latterly concentrated on traffic development and additional revenue from advertising facilities.

Great Indian Peninsula Railway.—The advertising of special holiday concessions received special attention and coaching facilities were prominently illustrated by means of posters at stations and in other suitable sites. Handbills to the number of several lakhs were distributed in connection with pilgrim traffic, to counter motor bus competition, for special race train services and in connection with goods traffic facilities. Owing to the severe trade depression in Bombay and vicinity, the revenue from station advertising fell from Rs. 69,193 to Rs. 45,443. The information bureau at Bombay during the nine months up to the end of March, 1931, answered more than 17,000 general enquiries over the counter, and 13,000 over the telephone; nearly 2,000 requests for information by post were handled. December and March were the heaviest traffic months being the time of the Christmas and Easter holidays. Five "world cruise" ships called at Bombay in connection with which fourteen tourist specials were run to different parts of India. Liberal supplies of the Indian State Railways magazine, descriptive pamphlets and other literature were placed in the trains. In all nearly 1,000 first class passengers were carried and the gross earnings accruing from this special traffic amounted to over Rs. 2 lakhs. The traffic was less than in the previous year.

Madras and Southern Mahratta Railway.—Local fairs and festivals were advertised widely by means of posters, press notices and handbills. Special efforts were made to bring these fairs to the notice of villagers and residents in the vicinity of the line by the distribution of vernacular pamphlets and handbills and by means of posters displayed at municipal and local board offices, schools, and other places. Efforts were made to stimulate traffic during the Easter, Dasara, Dipavali and Christmas holidays and in all 1,250 press notices, 6,565 posters, 55,500 pamphlets and 450,000 handbills were distributed in English, Tamil, Telugu, Canarese and Marathi. Pamphlets describing the important pilgrim centres of Tirupati, Kalahasti and Trivellore were published and distributed. Another side of the activities of the branch was the securing of advertisements for display in the various publications of the Railway and at stations. The year being one of acute trade depression advertisements were difficult to secure.

North Western Railway.—Illustrated folders were distributed and pictorial posters exhibited at most stations; posters were also sent to foreign railways for exhibition. The usual fare concessions granted during holiday periods were extensively advertised. The cinema car was freely used for publicity propaganda, but in view of the necessity of curtailing expenses, was withdrawn from the 1st February 1931. Tourist advisers were appointed and in connection with the Imperial Horse Show at Delhi a Publicity bureau and an enquiry office opened for the convenience of visitors and for the advertising purposes of railways generally.

South Indian Railway.—Temporary enquiry and booking offices were opened during the year at some of the important festival centres. The stimulation of third class passenger traffic continued to receive the attention of the publicity branch on lines similar to those followed in the previous year. In addition to the posters previously printed and issued, a poster advertising Trichinopoly Rock and temple was prepared and exhibited at important railway stations, copies being sent to tourist agencies in England, Ceylon and America. An abridged illustrated guide priced six annas containing information about health resorts, hill stations and places of religious and historical interest with 41 illustrations was printed, some copies being distributed free of cost. An illustrated calendar was printed and issued free to traders, tourist agencies, steamship companies and others.

98. Anti-malarial work.—The measures adopted on railways for the prevention of the spread of malaria continued to receive attention and it is

satisfactory to record that good results have been obtained. On the Assam Bengal Railway the steps taken in Lumding continued to meet with success. During the months of July and December, 1930, the number of malarial cases treated was the lowest on record. On the Eastern Bengal Railway anti-malarial measures have led to a decline in the incidence of malaria which is borne out by a decrease of 7,100 cases in the year as compared with the preceding year.

The measures taken on the Great Indian Peninsula Railway included regular inspections by the Health Department staff of the railway under the direct control of the Health Assistants, and the systematic destruction of larvæ by levelling and drainage. As a result of these measures and partly also of the more exact diagnosis consequent on the work in the laboratories, the percentage of malaria cases in relation to the number of staff dropped from 19.54 and 12.52 in 1928-29 and 1929-30 to 7.98 during the year under review. On the Madras and Southern Mahratta Railway anti-malarial work was continued during the year. Most of the stations at which anti-malarial measures were undertaken showed a decided fall in the number of cases treated. It is worthy of note that at Bogada, one of the stations where work was undertaken, there was no case of malaria amongst the staff during the year; the staff had been much affected in years gone by. The two main difficulties encountered during anti-malarial operations are the unwillingness on the part of the patient to continue treatment for a sufficiently long time after his temperature drops and the presence of untreated civil population resident in the vicinity of the railway colony.

Systematic preventive measures on the lines previously adopted were continued on the Bombay, Baroda and Central India Railway. These included the construction of mosquito proof water cisterns, the filling in or stocking of wells with "kajuri" and "piku" fish, the draining or filling in of hollows and treating of the temporary and permanent breeding places with pesterine M. D. B. and Paris green. The Railway Medical Officer at Ajmer carried out a malarial survey of Ajmer city in co-operation with the Ajmer Municipal authorities; the results of which are contained in a booklet "Malarial survey of Ajmer city, 1930" printed and published by the Times of India Press, Bombay. Following on this survey, the Chief Commissioner of Ajmer-Merwara on the advice of his Chief Medical Officer, has formed an Advisory Committee consisting of civil, military and railway members to devise means of co-operation in a campaign to eradicate the disease in Ajmer. If this campaign materialises, the financial saving to the Bombay, Baroda and Central India Railway Company should be considerable as a reduction in sickness of the staff on account of malaria is anticipated.

APPENDIX A.

Railway Administrations in India alphabetically arranged in three classes according to their gross earnings showing the working agencies and ownership.

[NOTE.—Railways under construction or sanctioned for construction on the 31st March 1931, are shown in italics.]

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS I.—RAILWAYS.				
1. Assam Bengal . . .	Assam Bengal Railway Company.	(a) Assam Bengal . . .	3' 3½"	State.
		(b) Chaparmukh Silghat . . .	3' 3½"	Branch line Company under guarantee terms.
		(c) Katakhal Lalabazar . . .	3' 3½"	Ditto.
		(d) Mymensingh Bhairab Bazar, . . .	3' 3½"	Branch line Company under guarantee and rebate terms.
2. Bengal and North-Western.	Bengal and North-Western Railway Company.	(a) Bengal and North-Western.	3' 3½"	Company subsidized by the Government of India.*
		(b) Mashrak-Thawe . . .	3' 3½"	State.
		(c) Tirhoot . . .	3' 3½"	Do.
3. Bengal Nagpur . . .	Bengal Nagpur Railway Company.	(a) Bengal Nagpur . . .	5' 6"	Do.
		(b) Anuppur-Manendragarh. . .	5' 6"	Do.
		(c) Mayurbhanj . . .	2' 6"	Branch Line Company under rebate terms.
		(d) Parlakimedi Light . . .	2' 6"	Indian State.
		(e) Purulia-Ranchi . . .	2' 6"	State.
		(f) Raipur-Dhamtari . . .	2' 6"	Do.
		(g) Satpura . . .	2' 6"	Do.
4. Bombay, Baroda and Central India.	Bombay, Baroda and Central India Railway Company.	(a) Bombay, Baroda and Central India.	5' 6"	Do.
		(b) Nagda-Ujjain . . .	5' 6"	Indian State.
		(c) Petlad-Cambay (Anand-Tarapur Section). . .	5' 6"	Ditto.
		(d) Petlad-Cambay (Tarapur-Cambay Section). . .	5' 6"	Ditto.
		(e) Tapti-Valley . . .	5' 6"	Branch line Company under rebate terms.
		(f) Bombay, Baroda and Central India.	3' 3½"	State.
		(g) Ahmedabad-Parantij . . .	3' 3½"	Branch line Company under rebate terms.
		(h) Dhrangadra . . .	3' 3½"	Indian State.
		(i) Gaekwar's Mehsana . . .	3' 3½"	Ditto.
		(j) Jaipur State . . .	3' 3½"	Ditto.
		(k) Palanpur-Deesa . . .	3' 3½"	Ditto.†
		(l) Bombay, Baroda and Central India.	2' 6"	State.
		(m) Champaner-Shivrajpur-Pani Light. . .	2' 6"	Branch line Company under rebate terms.
		(n) Godhra-Lunavada . . .	2' 6"	Ditto.
		(o) Nadiad-Kapadvanj . . .	2' 6"	Ditto.
		(p) Piplod-Devgad-Baria . . .	2' 6"	Indian State.
		(q) Rajpipla State . . .	2' 6"	Ditto.
5. Burma . . .	State . . .	(a) Burma . . .	3' 3½"	State.

* Receives land only from Government.

† Owned jointly by Government and Palanpur Durbar.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS I.—RAILWAYS—contd.				
6. Eastern Bengal.	State	(a) Eastern Bengal	5' 6"	State.
		(b) Sara Sirajganj	5' 6"	Branch line Company under rebate terms.
		(c) Eastern Bengal	3' 3½"	State.
		(d) Cooch Behar State	3' 3½"	Indian State.
		(e) Eastern Bengal	2' 6"	State.
		(f) Khulna-Bagerhat	2' 6"	Branch line Company under rebate terms.
7. East Indian	State	(a) East Indian	5' 6"	State.
		(b) Hardwar-Dehra	5' 6"	Branch line Company under guarantee terms.
		(c) South Bihar	5' 6"	Branch line Company.
		(d) Cawnpore-Burhwal link.*	3' 3½"	State.
8. Great Indian Penin- sula.	State	(a) Great Indian Penin- sula.	5' 6"	Do.
		(b) Bhopal-Itarsi (Indian State Section).	5' 6"	Indian State.
		(c) Bhopal-Ujjain	5' 6"	Ditto.
		(d) Bina-Goonna-Baran	5' 6"	Ditto.
		(e) Dharwa-Pusad	2' 6"	State.
		(f) Dhond-Baramati	2' 6"	Branch line Company under rebate terms.
		(g) Ellichpur-Yeotmal	2' 6"	Ditto.
		(h) Pachora-Jamner	2' 6"	Ditto.
		(i) Pulgaon-Arvi	2' 6"	Ditto.
9. Jodhpur	Indian State	(a) Jodhpur	3' 3½"	Indian State.
		(b) Jodhpur-Hyderabad (British Section).	3' 3½"	State.
		(c) Mirpur Khas-Khadro	3' 3½"	Company subsidized by the Government of India.†
10. Madras and Southern Mahratta.	Madras and Southern Mahratta Railway Company.	(a) Madras and Southern Mahratta.	5' 6"	State.
		(b) Kolar Goldfields	5' 6"	Indian State.
		(c) Tenali-Repalle	5' 6"	District Board.
		(d) Madras and Southern Mahratta.	3' 3½"	State.
		(e) Alnavar-Dandeli (Pro- vincial).	3' 3½"	Do.
		(f) Bangalore-Harihar	3' 3½"	Indian State.
		(g) Bezwada-Masuli- patam.	3' 3½"	District Board.
		(h) Hindapur (Yesvant- pur-Mysore Fron- tier).	3' 3½"	Indian State.
		(i) Kolhapur State	3' 3½"	Ditto.
		(j) Sangli State	3' 3½"	Ditto.
		(k) West of India Portu- guese.	3' 3½"	Foreign Country.
11. Nizam's State	Nizam's State Rail- ways.	(a) Nizam's State	5' 6"	Indian State.
		(b) Bezwada Extension	5' 6"	State.
		(c) Nizam's State	3' 3½"	Indian State.
		(d) Dronachellam (Dho- ne)-Kurnool-British Frontier.	3' 3½"	State.

* Under running power agreement the B. and N.W. Railway Company run and haul their trains and traffic over this line.

† Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS I.—RAILWAYS—concl'd.				
12. North Western	State	(a) North Western	5' 6"	State.
		(b) Amritsar Patti	5' 6"	Branch line Company under rebate terms. Indian State.
		(c) Bahawalnagar Fort Abbas-Rohatwali-Hotwala.	5' 6"	
		(d) Hoshiarpur Doab (Jullundur Mukerian).	5' 6"	Branch line Company under rebate terms.
		(e) Hoshiarpur Doab (Phagwara-Rahon).	5' 6"	Ditto.
		(f) Jammu and Kashmir (Indian State Section).	5' 6"	Indian State.
		(g) Jind Panipat (Indian State Section).	5' 6"	Ditto.
		(h) Khanpur-Chachran	5' 6"	Ditto.
		(i) Ludhiana-Dhuri Jakkhal.	5' 6"	Ditto.
		(j) Mandra-Bhaun	5' 6"	Branch line Company under rebate terms. Indian State.
		(k) Rajpura Bhatinda	5' 6"	Ditto.
		(l) Sirhind Rupar	5' 6"	Ditto.
		(m) Sialkot Narowal	5' 6"	Branch line Company under rebate terms. Ditto.
		(n) Jacobabad-Kashmor.	2' 6"	State.
		(o) Kalka-Simla	2' 6"	Do.
		(p) Kangra-Valley	2' 6"	Do.
		(q) Kohat-Thal	2' 6"	Do.
		(r) Larkana-Jacobabad	2' 6"	Branch line Company under rebate terms. State.
		(s) Trans-Indus (Kala-bagh-Bannu).	2' 6"	State.
		(t) Zhob Valley	2' 6"	Do.
13 Rohilkund and Kumaon.	Rohilkund and Kumaon Railway Company.	(a) Rohilkund and Kumaon.	3' 3½"	Company subsidized by the Government of India.
		(b) Lucknow-Bareilly	3' 3½"	State.
14. South Indian	South Indian Railway Company.	(a) South Indian	5' 6"	Do.
		(b) South Indian	3' 3½"	Do.
		(c) Nilgiri	3' 3½"	Do.
		(d) Peralam-Karaikkal	3' 3½"	Foreign Country.
		(e) Podanur-Pollachi	3' 3½"	District Board.
		(f) Pondicherry	3' 3½"	Foreign Country.
		(g) Shoranur-Cochin	3' 3½"	Indian State.
		(h) Tinnevely-Tiruchendur.	3' 3½"	District Board.
		(i) Travancore (British Section).	3' 3½"	State.
		(j) Travancore (Indian State Section).	3' 3½"	Indian State.
		(k) Morappur-Hosur	2' 6"	State.
		(l) Tirupattur-Krishnagiri.	2' 6"	Do.

CLASS II.—RAILWAYS.

1. Barsi Light	Barsi Light Railway Company.	Barsi Light	2' 6"	Company subsidized by the Government of India.*
2. Bengal Dooars	Bengal Dooars Railway Company.	(a) Bengal Dooars	3' 3½"	Company subsidized by District Board.
		(b) Bengal Dooars Extensions.	3' 3½"	Company subsidized by the Government of India.*
3. Bhavnagar State	Indian State	Bhavnagar State	3' 3½"	Indian State.
4. Bikaner State	Ditto	Bikaoer State	3' 3½"	Ditto.

* Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.		
Name, 1	Worked by 2	Name. 3	Gauge. 4	Owned by 5

CLASS II.—RAILWAYS—*conold.*

5. Darjeeling Himalayan	Darjeeling Himalayan Railway Company.	(a) Darjeeling Himalayan	2' 0"	Company subsidized by Local Government.
		(b) Darjeeling Himalayan Extensions.	2' 0"	Branch line Company under rebate terms.
6. Dibru-Sadiya . . .	Assam Railways and Trading Company.	(a) Dibru-Sadiya . . .	3' 3½"	Company subsidized by Local Government.
		(b) Ledo and Tikak-Margherita Colliery.	3' 3½"	Unassisted Company.
7. Gaekwar's Baroda State.	Indian State . . .	(a) Gaekwar's Baroda State.	2' 6"	Indian State.
		(b) Bodeli Chhota Udai-pur.	2' 6"	Ditto.
8. Gondal	Ditto	(a) Gondal	3' 3½"	Ditto.
		(b) Jetalsar Rajkot . . .	3' 3½"	Ditto.
		(c) Khijadiya Dhari . . .	3' 3½"	Ditto.
9. Howrah-Amta Light .	Howrah-Amta Light Railway Company.	Howrah-Amta Light . . .	2' 0"	Company subsidized by District Board.
10. Jamnagar and Dwarka	Jamnagar and Dwarka Railway Company.	(a) Jamnagar	3' 3½"	Indian State.
		(b) Jamnagar-Dwarka . . .	3' 3½"	Branch line Company under guarantee and rebate terms.†
		(c) Okhamandai	3' 3½"	Indian State.
11. Junagad State . . .	Indian State	Junagad State	3' 3½"	Ditto.
12. Morvi	Ditto	Morvi	3' 3½"	Ditto.
13. Mysore	Ditto	(a) Mysore	3' 3½"	Ditto.
		(b) Bangalore-Chik Ballapur Light.	2' 6"	Company guaranteed by Indian State.
		(c) Kolar District	2' 6"	Indian State.
		(d) Tarikere-Narasimharajapura Light.	2' 0"	Ditto.
14. Shahdara (Delhi) Saharanpur Light.	Shahdara (Delhi) Saharanpur Light Railway Company.	Shahdara (Delhi) Saharanpur Light.	2' 6"	Company subsidized by the Government of India.*

CLASS III.—RAILWAYS.

1. Aden†	State	Aden	3' 3½"	State.
2. Ahmadpur-Katwa . .	Ahmadpur-Katwa Railway Company.	Ahmadpur Katwa . . .	2' 6"	Branch line Company under guarantee terms.
3. Arrah-Sasaram Light.	Arrah-Sasaram Light Railway Company.	Arrah Sasaram Light . .	2' 6"	Company subsidized by District Board.
4. Bankura-Damoodar River.	Bankura-Damoodar River Railway Company.	Bankura Damoodar River.	2' 6"	Branch line Company under guarantee terms.
5. Baraset-Basirhat Light	Baraset-Basirhat Light Railway Company.	Baraset Basirhat Light .	2' 6"	Company subsidized by District Board.
6. Bengal Provincial .	Bengal Provincial Railway Company.	(a) Bengal Provincial . .	2' 6"	Unassisted Company.
		(b) Dasghara Jamalpur-ganj.	2' 6"	Branch line Company under guarantee terms.
7. Bukhtiarpur-Bihar Light.	Bukhtiarpur-Bihar Light Railway Company.	Bukhtiarpur Bihar Light	2' 6"	Company subsidized by District Board.
8. Burdwan-Katwa . . .	Burdwan-Katwa Railway Company.	Burdwan Katwa	2' 6"	Branch line Company under guarantee terms.
9. Cutch State	Indian State	Cutch State	2' 6"	Indian State.

* Receives land only from Government.

† Financed on rebate terms given by the Jamnagar Durbar.

‡ Closed for traffic from 1st August 1929.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS III.—RAILWAYS— <i>concl'd.</i>				
10. Dehri-Rohtas Light	Dehri-Rohtas Light Railway Company.	Dehri-Rohtas Light	2' 6"	Company subsidized by the Government of India.
11. Dholpur State	Indian State	Dholpur State	2' 6"	Indian State.
12. Futwah-Islampur	Futwah-Islampur Light Railway Company.	Futwah-Islampur	2' 6"	Branch line Company under guarantee terms.
13. Gwalior Light	Indian State	Gwalior Light	2' 0"	Indian State.
14. Howrah-Sheakhala-Light.	Howrah-Sheakhala-Light Railway Company.	Howrah-Sheakhala Light	2' 0"	Company subsidized by District Board.
15. Jagadhri Light	Jagadhri Light Railway Company.	Jagadhri Light	2' 0"	Unassisted Company.
16. Jessore-Jhenidah	Jhenidah Railway Syndicate.	Jessore-Jhenidah	2' 6"	Ditto
17. Jorhat (Provincial)	River Steam Navigation Company and India General Navigation and Railway Company.	Jorhat (Provincial)	2' 0"	State.
18. Kalighat-Falta	Kalighat-Falta Railway Company.	Kalighat-Falta	2' 6"	Branch line Company under guarantee terms.
19. Kulasekarapatnam Light.	East India Distilleries and Sugar Factories.	Kulasekarapatnam Light	2' 0"	Unassisted Company.
20. Matheran Light	Matheran Steam Tramway Company.	Matheran Light	2' 0"	Company subsidized by the Government of India.*
21. Porbandar State	Indian State	Porbandar State	3' 3½"	Indian State.
22. Tezporc-Balipara Light	Tezporc-Balipara Steam Tramway Company.	Tezporc-Balipara Light	2' 6"	Company subsidized by District Board.
23. Tirupati-Tiruchanur Light.	Tirupati-Tiruchanur Light Railway Company.	Tirupati-Tiruchanur Light	2' 0"	Unassisted Company.
24. Trivellore Light	T. Namberumal Chetty and Sons.	Trivellore Light	2' 0"	Ditto.
25. Udaipur-Chittorgarh	Indian State	Udaipur-Chittorgarh	3' 3½"	Indian State.

* Receives land only from Government.

APPENDIX B.

Notes on the relation of the Government to Railways in India.

(Reprinted from the Report for 1914-15 and brought upto date.)

Diversity of Relations between the State and Railways.—One of the special features of the Indian Railway system is the diversity of conditions that prevails in the relation of the State to the various lines in respect of ownership and control. Of the important lines situated in British India or in which the Government of India is interested, five [the North Western,* Eastern Bengal, East Indian (with which has been amalgamated the Oudh and Rohilkhand Railway from the 1st July 1925), Great Indian Peninsula and Burma Railways] are owned and worked by the State; five (the Bombay, Baroda and Central India, Madras and Southern Mahratta, Assam-Bengal, Bengal-Nagpur and South Indian) are owned by the State but worked on its behalf by companies enjoying a guarantee of interest from the Government; two important lines (the Bengal and North-Western, and Rohilkund and Kumaon) and many of less importance are the property of private companies, some being worked by the owning companies and some by the State or by the companies that work State-owned systems; several minor lines are the property of District Boards or enjoy a guarantee of interest granted by such Boards.

The diversity of conditions is in certain respects less important than might at first appear for the following reasons:—

The Government of India exercises under the Indian Railways Act, 1890, in respect of all railways in British India (and also, by virtue of arrangements with Indian States, in respect of certain railways passing through such States), certain general powers. Thus a railway may not be opened until a Government Inspector has certified that it has been constructed so as to comply with requirements laid down by the Government and can be used for the public carriage of passengers without danger to them. The Government of India can also, in the interest of the safety of passengers, require a railway to be closed, or the use of particular rolling-stock to be discontinued, or may prescribe conditions for the use of the railway or the rolling-stock. They can appoint a Railway Commission to investigate complaints on certain matters such as the withholding of reasonable traffic facilities or the grant of undue preference.

In addition, the Government of India (or in some cases Local Governments) exercise under the provisions of contracts detailed control over the management of all Railways in British India greatly exceeding that which is secured by the Indian Railways Act. They also have a certain financial interest in all companies in British India, and a preponderating interest in most of the Railways which are of the first importance.

History of Relations of the Government and Companies.—The main causes which have led to the present diversity of conditions in regard to the agency by which railways are managed, and the relations of the Government with the various classes of companies now in existence, are summarised in the following paragraphs:—

The first proposals for the construction of railways in India were submitted in 1844 to the East India Company in England by Mr. R. M. Stephenson, afterwards Chief Engineer of the East Indian Railway, and others; they included the construction of lines by railway companies to be incorporated for the purpose and the guarantee by the East India Company of a specified return. A contract for the construction by the East Indian Railway Company of an experimental line of 100 miles from Calcutta towards Mirzapore or Rajmehal at an estimated cost of 1,000,000*l.* was made in 1849, and a return of 5 per cent. was guaranteed by the East India Company on the Capital; and a similar contract was made in the same year with the Great Indian Peninsula Railway Company for a line from Bombay to Kalyan at an estimated cost of 500,000*l.* But the policy of entrusting generally the construction of Indian railways to guaranteed companies was not adopted until 1854 on the recommendation of Lord Dalhousie, who, in a minute, dated 20th April 1853, explained his reasons for preferring the agency of companies, under the supervision and control of the Government, to the construction of lines on behalf of the Government by its own officers. He held that the State Engineer officers would make railways as well, and possibly as cheaply, and as expedi-

* Includes the Delhi Umballa Kalka and Southern Punjab Railways which were purchased by the Secretary of State on 31st March 1926 and 1st January 1930 respectively.

tiously as companies; but that the withdrawal from other duties of the large number of officers required would be detrimental to the public interest, that the conduct of commercial undertakings did not fall within the proper functions of any Government and least of all within the functions of the Government of India, since the dependence of the population on the Government was, in India, one of the greatest drawbacks to the advance of the country, and that the country would therefore benefit by the introduction of English energy and English capital for railway purposes, with the possibility that such energy and capital would in due course be encouraged to assist in the development of India in other directions.

Old Guaranteed Railways.—The policy supported by Lord Dalhousie was adopted, and between 1854 and 1860 contracts for the construction of Railways in India were made by the East India Company, or (after 1858) by the Secretary of State for India with the East Indian, Great Indian Peninsula, Madras, Bombay, Baroda and Central India, Sind (afterwards, the Sind, Punjab and Delhi), Eastern Bengal, Great Southern of India (afterwards, when amalgamated with the Carnatic Railway Company—see below—the South Indian) and Calcutta and South-Eastern Railway Companies. Under these contracts the railway companies undertook to construct and manage specified lines, while the East India Company (or the Secretary of State for India) agreed to provide land and guaranteed interest on the capital, the rate fixed being in various cases 5, $4\frac{3}{4}$ and $4\frac{1}{2}$ per cent. according to the market rates prevailing when the various contracts were made. Half of any surplus profits earned was to be used towards repaying to the Government any sums by which it had been called upon to supplement the net earnings of any previous period in order to make good the guarantee of interest; and the remainder was to belong to the shareholders. In practically all matters of importance except the choice of staff, the companies were placed by the contracts under the supervision and control of the Government which had power to decide on the standard and details of construction; the rolling-stock to be provided, the number, time and speed of trains; the rates and fares to be charged; the expenditure to be incurred; the standard of maintenance; and the form of accounts. The railways were to be held by the companies on leases terminating at the end of 99 years, and on such termination the fair value of their rolling-stock, plant and machinery was to be paid to them. But provision was also made to enable the Government to purchase the lines after 25 or 50 years on terms calculated to be the equivalent of the companies' interest therein and also to enable the companies to surrender their lines to the Government and to receive in return their capital at par.

Early Attempts to Secure Funds for Railway Construction without a Guarantee.—An attempt to secure the construction of railways in India, on terms more favourable to the Government than those of the contracts with the original guaranteed companies, was first made in 1862, when a subsidy, but not a guarantee, was granted to the Indian Branch Railway Company which proposed to make feeders to the trunk lines in Northern India, and did actually make one such line. Similar assistance was granted later to the Indian Tramway Company, which made a short line in Madras. In 1864, the terms granted to the two companies mentioned were taken as a standard for general adoption with a view to the encouragement of similar companies. The chief provisions were that the Government, besides giving the necessary land free of costs, would grant an annual subsidy for 20 years at a rate not exceeding £100 per mile of line with an addition in respect of large bridges costing more than £10,000. These terms failed to attract capital, and the two unguaranteed companies which had begun work found themselves after a few years unable to proceed without further assistance from the Government. Consequently, in 1867, a contract was entered into with the Indian Branch Railway Company (which soon after changed its name to the "Oudh and Rohilkhand Railway Company") by which the company was guaranteed interest at 5 per cent. per annum on the cost of certain lines to be carried out by it, on conditions similar to those laid down in the contracts of the period 1854—1860. Similarly, the Indian Tramway Company, after having been given in 1868 a guarantee of 3 per cent. per annum, went into liquidation in 1870, and became absorbed in a new company called the Carnatic Railway Company (afterwards amalgamated with the Great Southern of India Railway Company to form the South Indian Railway Company), with which the Secretary of State entered into a contract guaranteeing interest on its capital at 5 per cent. per annum. In 1869, Sir John Lawrence summed up the result of the experiment of the construction of railways by unguaranteed companies as follows:—"The Government of India has for several years been striving to induce capitalists to undertake the construction of railways in India at their own risk, and on their responsibility with a minimum of Government interference. But the attempt has entirely failed, and it has become obvious that no capital can be obtained for such undertakings otherwise than under a guarantee of interest fully equal to that which the Government would have to pay if it borrowed directly on its own account."

The attempt to encourage unguaranteed companies having thus been unsuccessful, it became necessary to decide whether the old practice of relying on guaranteed companies, of the type that had provided capital for, and had constructed, the first railways

in India, should be continued. The Government of India expressed their objections to this course. They doubted whether their power of control over such companies secured the greatest possible economy in construction. They also disliked the arrangements under which they guaranteed the interest on the capital of companies, and thus became responsible for loss on working while having only a comparatively remote prospect of profiting by the result of successful working. Two important changes were consequently made in the practice that had been followed since the beginning of railway construction in India:—

1. Arrangements were made with some of the most important of the guaranteed companies that, in lieu of the provision that half of any surplus profits was to be applied in repayment of sums advanced by the Government under the guarantee of interest, half of the surplus profits for each half-year should be the property of the Government. In consideration of this modification, the Government relinquished, in the case of three companies, the Great Indian Peninsula, the Bombay, Baroda and Central India and the Madras, its right to purchase the lines at the end of the first 25 years from the dates of the respective contracts.
2. It was decided by the Secretary of State that the time had arrived when in both raising and expending such additional capital as might be required for new lines in India, the Government should secure to itself the full benefit of its own credit and of the cheaper methods which it was expected that it would be able to use. Accordingly, for several years after 1869, the capital expenditure on railways was chiefly incurred direct by the State and no fresh contracts with guaranteed companies were made except for small extensions. Among the lines constructed or begun by State agency and from State capital between 1869 and 1880 were the Indus Valley, Punjab Northern, Rajputana-Malwa, Northern Bengal, Rangoon and Irrawady Valley and Tirhoot.

Progress in the Construction of Railways.—By the end of 1879, in about 25 years from the introduction of railways in India, 6,128 miles of railway had been constructed by companies which had expended, approximately, £97,872,000 (these figures include the Calcutta and South-Eastern and Nalhati Railways which were constructed by companies but were purchased by the Government in 1868 and 1872, respectively). By the same date 2,175 miles of railway had been constructed by the Government at a cost of £23,695,226.

Introduction of Modified Guarantee Terms.—In 1880, the necessity for great and rapid extension of the railway system was urged by the Famine Commissioners, appointed after the great famine of 1878, who estimated that at least, 5,000 miles were still necessary for the protection of the country from famine. It was held by the Government of the time that a limit was necessary on the capital borrowed annually; and it was clear that the limit fixed was not high enough to allow of such progress in railway construction as was desirable. With reference to this difficulty the Famine Commissioners remarked: "that there would be manifest advantages in giving free scope to the extension of railways by private enterprise if it were possible; and, though the original form of guarantee has been condemned, it may not be impossible to find some substitute which shall be free from its defects, and may secure the investment of capital in these undertakings without involving the Government in financial or other liabilities of an objectionable nature."

Action in the direction suggested by the Commission was taken by the formation of three companies without a guarantee (the Bengal Central in 1881 and the Bengal and North-Western and Rohilkund and Kumaon in 1882), and three new guaranteed companies (Southern Mahratta in 1882, the Indian Midland in 1885, and the Bengal-Nagpur in 1887). The Bengal and North-Western and the Rohilkund and Kumaon Railway Companies are referred to more fully, in a later paragraph. The Bengal Central Railway Company's operation were not successful at the outset, and a revised contract was entered into with the company, with effect from the 1st July 1885, under which the Secretary of State guaranteed interest at $3\frac{1}{2}$ per cent. on the company's capital the balance of net earnings remaining after payment of interest on advances by the Secretary of State and debenture capital (but not the share capital) being divided between the Secretary of State and the company in the proportions of three-quarters to the former and one-quarter to the latter. The new contract gave the Secretary of State the right to take possession of the line on the 30th June 1905, or subsequently at intervals of 10 years, on repaying the company's capital at par. The rate of interest guaranteed to the Southern Mahratta Railway Company was also $3\frac{1}{2}$ per cent.; in this case the balance of net earnings remaining after payment of interest on advances by the Secretary of State (but not on share or debenture capital) was divisible in the same way as in the case of the Bengal Central Railway Company. The guarantee to the Indian Midland and Bengal-Nagpur Railway Companies was 4 per cent.; and the Secretary of State was entitled to three-quarters of the surplus profits in excess of all interest charges. The lines constructed by the three companies last mentioned were declared to be the property

of the Secretary of State, who had the right to determine the contracts at the end of approximately 25 years after their respective dates, or at subsequent intervals of 10 years, on repaying at par the capital provided by the companies.

The Assam Bengal Railway Company was formed on similar lines in 1892, except that any surplus profits were to be divided between the Secretary of State and the company in proportion to the capital provided by each. The rate of guarantee in this case was $3\frac{1}{2}$ per cent. for the first six years and thereafter 3 per cent.

The terms of guarantee given to the companies formed since 1880 have thus been much more favourable to the Government than in the case of those formed before 1869.

Termination of Contracts of the Old Guaranteed Companies.—In dealing with the guaranteed companies formed before 1869 and with those formed in 1881 and subsequently, it has been the practice (except in the cases mentioned above, when the purchase of some of the old guaranteed lines was postponed in order to secure to the Government a share in surplus profits) to use in some way or other at the earliest possible date the right reserved by the Government of terminating the contracts of the various companies. The method of making use of this right has differed in different cases. The Eastern Bengal, the Oudh and Rohilkhand, the Sind-Punjab and Delhi and the Southern Punjab lines were purchased and transferred to State management, the last two now forming part of the North Western Railway. Similarly, the Bengal Central line was purchased and made part of the Eastern Bengal Railway. The Madras and the Indian Midland lines were acquired but left, after acquisition, under the management of companies working other lines with which it was advantageous to amalgamate them. In the cases of South Indian, Bombay, Baroda and Central India, Southern Mahratta, and Bengal Nagpur, the course adopted has been to arrange for the continuance of management by the original company (or by a new company closely related to the old one), but to secure more favourable financial conditions for the State by one or more of the following methods:—reduction of the amount of capital retained by the companies in the undertakings, reduction of the rate of interest guaranteed by the State on such capital and modification in favour of the Government of the clauses relating to the division of surplus profits. This method was adopted also in regard to the East Indian and the Great Indian Peninsula Railways, but the contracts under which they were being worked having terminated on the 31st December 1924 and the 30th June 1925 respectively, the management of these lines has been taken over by the State from those dates. Similarly the management of the Burma Railways was taken over by the State on the termination of the contract with the Burma Railways Company on the 31st December 1928.

Arrangements between the Government and Companies at present.

—The relations between the Government and the guaranteed companies now working railways may be summarised as follows:—

The lines that they work are the property of the State.

The greater part of the capital is the property of the Government, either through having been originally supplied by it or through the acquisition by the Government of the greater part of the companies' interests on the termination of old contracts.

When funds are required for further capital expenditure, the Government has the option either of providing them or of calling on the company to provide them. Both the Government and the company usually receive interest at a fixed rate on their capital and surplus profits are divided between the Government and the company in the various proportions provided for by the contracts. The company's share is in most cases only a small proportion of the total amount.

All the contracts are terminable at the option of the Secretary of State, at specified dates; and on termination the company's capital is repayable at par.

The administrative control exercised by the Government over the companies is as follows:—

The company is bound to keep the line in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery; to keep the rolling-stock in good repair and in good working condition; and to maintain a sufficient staff for the purposes of the line;—all to the satisfaction of the Secretary of State.

The Secretary of State may require the company to carry out any alteration or improvement in the line, or in the working that he may think necessary for the safety of the public or for the effectual working of the line.

The Secretary of State may require the company to enter into agreements, on reasonable terms and conditions, with the administrations of adjoining railways for the exercise of running powers, for the supply to one another of surplus rolling-stock, for the interchange of traffic and rolling-stock and

the settlement of through rates, and for additions and alterations to, or the redistribution of, existing accommodation in junctions or other stations in view to their convenient mutual use.

The train service is to be such as the Secretary of State may require. In order to secure a general control over the rates quoted by companies, the Secretary of State has retained power to settle the classification of goods and to authorise maximum and minimum rates within which the companies shall be entitled to charge the public for the conveyance of passengers and goods of each class.

The company has to keep such accounts as the Secretary of State may require, and these are subject to audit by the Secretary of State.

In all other matters relating to the line the company is made subject to the supervision and control of the Secretary of State, who may appoint such persons as he may think proper for the purpose of inspecting the line, auditing the accounts, or otherwise exercising the powers of supervision and control reserved to him. In particular, the Secretary of State has the right to appoint a Government Director to the Board of the company, with a power of veto on all proceedings of the Board. All the moneys received by the company in respect of the undertaking, whether on capital or revenue account, have to be paid over to the Secretary of State.

All expenditure by the company has to be stated and submitted for the sanction of the Secretary of State.

Thus, the Government has the preponderating financial interest in the lines worked by the two classes of guaranteed companies, those formed before 1869 and retained as working agencies with reduced capital after purchase, and those formed on terms more favourable to the State after 1880; it has exceedingly wide control over the methods of working; and it has the right of taking possession of the lines at specified times on repayment at par of the capital of the companies.

Other Lines worked by Companies.—In addition to the lines referred to above, and apart from lines constructed by Branch line companies, District Boards and Indian States, two lines of some importance have been constructed by companies which receive no direct assistance by the Government, namely, the Bengal and North-Western Railway and the Rohilkund and Kumaon Railway. (The Rohilkund and Kumaon Railway Company was guaranteed interest at 4 per cent. during construction and received for 10 years thereafter a subsidy of Rs. 20,000 per annum. This ceased in 1894.) While, however, these companies have no guarantee or other direct payment from the Government, they derive some advantage (partly through direct participation in profits and partly through reduction of expenses) from the fact that the working of certain State lines has been entrusted to them, the Tirhoot Railway to the former company and the Lucknow-Bareilly Railway to the latter. Their lines can be purchased by the State in 1932 on terms which are different in respect of the different sections of the lines, but are, on the whole, much more favourable to the companies than those provided for in the contracts with the guaranteed companies. Failing purchase in 1932, the lines will become the property of the State in 1981 on payment of certain amounts. The general administrative control exercised by the State over these companies and the control over expenditure are similar to that which is exercised, as explained above, over guaranteed companies.

APPENDIX C.

The Organisation for Government control.

The initial policy of the Government of India for the construction and working of railways was the establishment of guaranteed railway companies of English domicile. Control over the operations of these companies was at first secured through the appointment of a Consulting Engineer of Guaranteed Railways. Some years later local Consulting Engineers were appointed for the exercise of control over guaranteed railways and over State-owned railways in the construction of which the State had been financially interested and which had been leased to companies for working. These officers combined the duties of supervision and control on behalf of the Government of India and of an Inspector under the Government of India Railway Act. The Government of India were not directly concerned with the ownership of railways until 1868 when the Calcutta and South Eastern Railway was surrendered to the Indian Government under the terms of the contract between the Secretary of State and the Company.

Owing to the Government of India having in 1869 definitely adopted the policy of direct construction and ownership of railways, a period of rapid development of railway construction ensued and it became necessary to relieve the Public Works Department Secretariat of the Government of India in some measure of the detailed control of railways. Accordingly in 1874 a State Railway Directorate was established and the greater portion of the State Railway establishment and business connected with State Railway Administration was transferred to the control of the Director of State Railways, an officer who functioned on much the same lines as the head of a department under the Government of India. The Consulting Engineer to the Government of India for State Railways was at the same time associated with him but all important matters had still to be referred to the Public Works Department. A special Deputy Secretary in the Railway Branch of the Secretariat of the Public Works Department was also appointed to conduct the correspondence between the Government of India and these officers.

Early in 1877 a further change was made in the organisation responsible for the administration and control of State Railways and in the place of one Director of State Railways three Directors of territorial systems and one Director of State Railways Stores were appointed. These territorial divisions comprised the following systems:—

Central	1,179 miles.
Western, and	927 miles.
North Eastern	830 miles.

This division of the administration on a territorial basis proved unsatisfactory in practice as it resulted in the issue of conflicting orders as far as the management of open lines was concerned although no difficulty was experienced in the supervision of new construction.

As the number of lines under construction had decreased and in order to remedy the defect just mentioned, it was decided in 1880 to abolish the Directors of the Central and Western Systems and to transfer the work allotted to them to the Consulting Engineers of the neighbouring guaranteed railways. The abolition of these two appointments resulted in an increase in the administrative work of the Secretariat and it was found necessary to raise the status of the Deputy Secretary to whom the powers previously exercised by the Directors had been entrusted, to that of Director General of Railways.

In the revised organisation the Consulting Engineer to the Government of India for State Railways was associated with the Director General of Railways and assisted the latter primarily in an advisory capacity in matters of civil engineering while the Director of Stores similarly acted in matters concerning stores and rolling-stock and at the same time was an adviser in matters affecting establishment. The Director of Traffic was appointed at the same time as an adviser on traffic problems and the accounts work of the department was placed under the Accountant General, Public Works Department.

Government control and supervision of the Guaranteed Railways continued to be exercised by the Local Consulting Engineers to Government. There were five such officers at the time with headquarters at Bombay, Madras, Calcutta, Lahore and Lucknow. The Consulting Engineers at Madras and Bombay worked directly under the Government of these Presidencies, while those at Calcutta, Lahore and Lucknow were under the immediate orders of the Government of India. Under this arrangement practically all powers affecting the finances and day to day management of the railways were vested either in the Consulting Engineers or in the Government, both

for the guaranteed railway companies and later on for State Railways which had been leased for working to railway companies.

The following is a list of the administrative appointments that existed in 1881:—

1. Member of the Governor General's Council, Public Works Department.
2. Secretary, Public Works Department.
3. Deputy Secretary, Railway Branch.
4. Under Secretary, Railway Branch.
5. Consulting Engineer of State Railways.
6. Director General of Railways.
7. Director of Construction.
8. Accountant General, Public Works Department.
9. Director of State Railways, Stores.
10. Three Assistants to the Director General of Railways.
11. Consulting Engineers for Guaranteed Railways at Calcutta, Lahore and Lucknow.
12. Deputy Consulting Engineers for Guaranteed lines, Calcutta, Lahore and Lucknow.

Madras and Bombay.

13. Joint Secretary, Railway Branch and Consulting Engineer for Railways.
14. Deputy Secretary, Public Works Department.

Punjab.

15. Secretary, Public Works Department.

By this time also Local Governments and Administrations had been induced to take a practical interest in the management of railways and in a few cases short extensions had been constructed from funds the interest of which Local Governments had accepted responsibility to pay. Such lines were controlled by the Local Governments concerned under the general supervision of the Government of India.

After 1881 further alterations of a more or less detailed character were made in the administrative organisation and by 1890 the following changes had taken place. Instead of a Deputy Secretary and Under Secretary, Railway Branch, there were then only an Under Secretary and an Assistant Secretary, Railways, in the General Branch. The posts of Director of State Railways, Stores, and Director of Construction had disappeared and in their place there was an Under Secretary, who was an *ex-officio* Deputy Director General of Railways. The post of Accountant General, Railways, had also been abolished and the Accountant General, Public Works Department, was once more made responsible for this work.

Further changes were made in 1897. In that year the post of Director General of Railways was abolished and the post of a Secretary to the Government of India in the Public Works Department was created in its place. The other administrative and secretariat appointments at the headquarters of the Government of India at the time were:—

- (1) Director of Railway Construction, and Deputy Secretary and *ex-officio* Director of Stores.
- (2) Director of Railway Traffic, and Deputy Secretary and *ex-officio* Director of Railway Statistics.
- (3) Two Under Secretaries.
- (4) Two Assistant Secretaries.
- (5) One Mechanical Assistant.

The post of Consulting Engineer for State Railways was also abolished and his duties transferred to the two Directors. The supervision of the accounts work of the Department, however, still remained under the Accountant General, Public Works Department, who was also an *ex-officio* Deputy Secretary to the Government of India.

In October 1901, Sir Thomas Robertson, C.V.O., was appointed by His Majesty's Secretary of State for India in Council as Special Commissioner for Indian Railways to enquire into and report on the administration and working of Indian Railways. In his report, which became available in 1903, Sir Thomas recommended that the administration of the railways in India should be entrusted to a small Board consisting of a President or Chief Commissioner who should have a thorough practical knowledge of railway working, and should be a member of the Viceroy's Council for railway matters, and two other Commissioners who should be men of high railway standing

and should have a similar training to that of the President. He recommended that the Board should, in addition to the necessary office establishment, be provided with—

- (1) A Secretary who should have received a suitable training in the practical working of railways, and who should be *ex-officio* a Secretary to the Government of India.
- (2) A Chief Inspector of Railways, to advise on all technical, engineering and mechanical questions.
- (3) A suitable number of Government Inspectors.

Sir Thomas Robertson's recommendations were carefully considered by the Governor General in Council and the Secretary of State, and early in 1905 it was decided that the Railway Branch of the Public Works Department of the Government of India should be abolished and that the control of the railway systems in India should be transferred to a Railway Board consisting of three persons, a Chairman and two Members. The Chairman of the Board was vested with the general control of all questions committed to the Railway Board with power to act on his own responsibility subject to confirmation by the Board. The Railway Board were authorised to delegate to the Chairman or a member the power of settling questions which might arise on any tour of inspection, such decision to be recorded subsequently as an act of the Railway Board. The Board was made subordinate and directly responsible to the Government of India in the Department of Commerce and Industry.

The Railway Board assumed office in March 1905 and were provided with the following establishment:—

1. Secretary.
2. Examiner of Accounts.
3. Under Secretary, Construction.
4. Under Secretary, Traffic.
5. Registrar.
6. Director of Railway Construction.

Certain changes were, however, made in the following year and the establishment then consisted of:—

- 1 Secretary.
- 3 Assistant Secretaries; one each for Establishment, Construction and Traffic.
- 1 Registrar.
- 1 Director of Railway Construction.
- 1 Railway Accounts Officer.

Sir Thomas Robertson had further suggested in his detailed recommendations that extended powers, both administrative and financial, should be delegated to Boards of Directors of Companies, that the appointments of Consulting Engineers should be abolished and that the work which they performed under the Railways Act should be entrusted to a body of Government Inspectors to be appointed for the purpose. These recommendations were given effect to in a modified form in 1908.

Within a short time after the constitution of the Railway Board, it was found that work was being hampered by having the Commerce and Industry Department between the Railway Board and the Governor General in Council and in October 1908 on the recommendations of the Railway Finance Committee presided over by Sir James Mackay (now Lord Inchcape), the following changes were introduced:—

1. The appointment of the Chairman of the Railway Board was changed into that of President of the Railway Board and enhanced powers were vested in the President.
2. The Board with its staff became collectively the Railway Department distinct from and independent of the Department of Commerce and Industry, though remaining under the administrative charge of the Hon'ble Member, Commerce and Industry Department, as the Railway Member.
3. The President of the Board was given direct access to the Viceroy as if he were a Secretary to the Government of India.

At the same time in consequence of the amalgamation of the Public Works Department Accounts and Civil Audit Establishments under the control of the Finance Member of the Government of India the appointment of Accountant General, Public Works Department, was abolished and the appointment of Accountant General, Railways, was revived.

In 1909 the post of Director of Railway Construction was abolished and the appointment of Chief Engineer with the Railway Board for the purpose of advising the Railway Board on technical matters connected with Civil Engineering was created.

In January 1914, it was decided that the importance of financial and commercial considerations in connection with the control of Indian railway policy justified a modification of the rule that the President and Members of the Railway Board should all be men of large experience in the actual working of railways. It was then decided that in future one member who equally with the others might be appointed President should be selected for commercial and financial experience and a member with the necessary qualifications was appointed.

This arrangement was, however, altered in 1920 when it was decided that all the three members of the Board should possess railway experience. To assist the Board, however, in the consideration of financial questions, the post of Financial Adviser to Railway Board was created.

Owing to the expansion of railways in India and the increased work thrown on the Board a second Assistant Secretary, Engineering, was appointed in 1914, and in 1916 the duties of the Construction Branch were divided between one branch dealing with Projects under an Assistant Secretary and a second branch dealing with Way and Works which was sometimes under a separate officer and at other times under the Secretary or Chief Engineer. In 1922 the charge of the Way and Works branch was divided between the Assistant Secretary in charge of Projects and the Assistant Secretary in charge of Stores.

In November 1922, the Board's establishment was strengthened by the appointment of a Chief Mechanical Engineer. This appointment was created to enable the Board to have at headquarters a reliable adviser on matters connected with mechanical engineering.

During 1921 a Committee presided over by Sir William Acworth visited India and one of the questions referred to was the evolution of a satisfactory authority for the administration of the varied functions which the Railway Board had to perform as:—

- (a) the directly controlling authority of the three State-worked systems aggregating 9,028 miles,
- (b) representative of the predominant owning partner in systems aggregating 22,949 miles,
- (c) the guarantor of many of the smaller companies,
- (d) the statutory authority over all railways in India.

The Acworth Committee recommended in their report:—

- (1) that a new Department of Communications responsible for railways, ports and inland navigation, road transport and posts and telegraphs under a Member of Council in charge of Communications should be created,
- (2) that under the Member of Council for Communications there should be a technical staff consisting on the railway side of a Chief Commissioner and four Commissioners and that of the four one should be in charge of finance and the organisation and staff of the office and the other three Commissioners should be in charge of three respective divisions, Western, Eastern and Southern,
- (3) that the technical staff attached to the Commission should be strengthened specially on the traffic side.

The Government of India, though they did not accept the first recommendation of the Acworth Committee, agreed to the re-organisation of the Railway Board being undertaken on the principles underlying the report of the Acworth Committee. The appointment of a Chief Commissioner was accordingly sanctioned in November 1922, and in accordance with the recommendations of the Acworth Committee he is solely responsible, under the Government of India, for arriving at decisions on technical questions and advising the Government of India on matters of Railway policy; he is not liable to be over-ruled, as the President was, by his colleagues in the Railway Board.

The first duty of the Chief Commissioner was to work out detailed proposals for the re-organisation of the Railway Board and as a first step he made recommendations to the Government of India for the immediate appointment of a Financial Commissioner. This recommendation was strongly endorsed by the Indian Retrenchment Committee and the appointment of the Financial Commissioner was made in April 1923 with the sanction of the Secretary of State. The further proposals of the Chief Commissioner for the re-organisation of the Railway Board were accepted by the Government of India and the Secretary of State and were introduced from the 1st April 1924. It was decided, however, for reasons connected with the present statutory position of the Railway Board, and to avoid confusion with the provisions for a Railway Commission under Chapter V of the Railways Act, to retain the name "Railway Board" for the headquarters organisation of the Railway Department instead of "Railway Commission" as recommended by the Acworth Committee.

The Railway Board as then reconstituted consisted of the Chief Commissioner as President, the Financial Commissioner and two Members, the Chief Commissioner being Secretary to the Government of India in the Railway Department. The proposal of the Acworth Committee that the Indian Railways should be sub-divided into three territorial divisions with a Commissioner in charge of each was not accepted, and the work of the Members of the Board was divided on the basis of subjects and not on a territorial basis. One Member dealt with technical subjects and the other with general administration, personnel and traffic subjects, the Financial Commissioner representing the Finance Department on the Board and dealing with all financial questions.

The reorganisation carried out in 1924 had for one of its principal objects the relief of the Chief Commissioner and the Members from all but important work so as to enable them to devote their attention to larger questions of railway policy and to enable them to keep in touch with Local Governments, railway administrations and public bodies by touring to a greater extent than they had been able to do in the past. This object was effected by placing a responsible Director at the head of each of the main branches of the Board's work, namely Civil Engineering, Mechanical Engineering, Traffic and Establishment. The former Chief Engineer and the Chief Mechanical Engineer who had been employed mainly in consultative work, became Directors and together with the Directors of Traffic and Establishment have been made responsible for the direct disposal of the work of their branches under the general orders of the Railway Board.

The posts of Joint Secretary and 4 Assistant Secretaries were replaced by 6 Deputy Directors working under the Directors and in charge of branches dealing with Establishment, Works, Projects, Stores, Statistics and Traffic. One Assistant Director was also added to supervise the Technical Branch and the Drawing Office. The disposal of the general work of the Railway Board was provided for by the continuance of the post of Secretary in whose name all letters and orders of the Board are issued. The position of the Board as a Department of Government of India has been maintained and it works under the Member for Commerce and Railways. As already stated the Chief Commissioner is the Secretary to the Government of India in the Railway Department and orders issued by the Board over the signature of the Secretary are orders of the Government of India.

Experience of the working of this organisation during 1924-25 and the decision agreed to by the Legislative Assembly in September 1924 to separate railway finances from the general finances of the country made it necessary to appoint a Deputy Director and an Assistant Director of Finance. An Assistant Director of Statistics was also added during that year. Later a Director of Finance was added to the establishment occupying, as regards disposal of work, the same position as the Directors referred to above.

Further experience of the reduction of work resulting from the large delegation of powers and responsibility to the Agents of State-managed Railways and the Board of Directors of Company-managed railways enabled a re-arrangement of work to be made during 1925-26 accompanied by a reduction in the staff. Under this re-arrangement the posts of 3 Deputy Directors, an Assistant Director and the Assistant Secretary were held in abeyance. The personnel work was transferred from the Director of Establishment to the Secretary and a temporary post of Deputy Secretary was created. Further a separate technical office was established to take charge of the technical work of the engineering branches. The Technical Officer also acted as *ex-officio* Secretary to the permanent Standardisation Committees which were appointed to deal progressively with all questions of standards of equipment.

This arrangement was found, however, to be inadequate. In addition to the general increase in work in the Railway Board's Office consequent on the taking over of the East Indian, Great Indian Peninsula and Burma Railways under State control labour problems had assumed such importance and were so rapidly increasing in number and complexity that it was not possible to deal with them effectively without the appointment of additional staff. Accordingly it was decided to create an additional post of Member of the Railway Board to deal with staff and labour questions; leaving the Member in charge of Traffic, who had hitherto been dealing with establishment matters, to devote his whole time to questions relating to the Transportation and Commercial aspects of Railway work.

It was also decided to revive the post of Deputy Director, Establishment, so as to free the Director of Establishment from this work, and thus enable him to give his time to the study of problems of railway labour. Of the two posts of Deputy Directors of Traffic and Statistics one was held in abeyance from 1925 and the two posts have since been amalgamated.

In October 1930 the compilation of statistical information which used previously to be done in the Board's office was entrusted to the Controller of Railway Accounts, and with the transfer of this work, the post of Assistant Director of Statistics was also transferred from the Railway Board's office to that of the Controller of Railway Accounts.

At the end of 1930-31, the sanctioned superior staff under the Railway Board therefore consisted of the Chief Commissioner, the Financial Commissioner, 3 Members, 5 Directors, 5 Deputy Directors, 1 Assistant Director, Secretary and a Deputy Secretary.

For the conduct of the work connected with the production of standard designs and specifications for all classes of materials, plant and rolling stock in use on Indian Railways, a Central Standards Office for Railways was formed in January 1930 for a period of 5 years as an experimental measure. On the formation of the above office the post of Technical Officer with the Railway Board was abolished.

APPENDIX D.

**Resolution regarding the separation of railway from General
Finances, adopted by the Legislative Assembly on the
20th September 1924.**

“ This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on Railways.

- (1) The railway finances shall be separated from the general finances of the country and the general revenues shall receive a definite annual contribution from railways which shall be the first charge on the net receipts of railways.
- (2) The contribution shall be based on the capital at charge and working results of commercial lines, and shall be a sum equal to one per cent. on the capital at charge of commercial lines (excluding capital contributed by companies and Indian States) at the end of the penultimate financial year *plus* one-fifth of any surplus profits remaining after payment of this fixed return, subject to the condition that, if in any year railway revenues are insufficient to provide the percentage of one per cent. on the capital at charge surplus profits in the next or subsequent years will not be deemed to have accrued for purposes of division until such deficiency has been made good.

The interest on the capital at charge of, and the loss in working, strategic lines shall be borne by general revenues and shall consequently be deducted from the contribution so calculated in order to arrive at the net amount payable from railway to general revenues each year.

- (3) Any surplus remaining after this payment to general revenues shall be transferred to a railway reserve; provided that if the amount available for transfer to the railway reserve exceeds in any year three crores of rupees only two-thirds of the excess over three crores shall be transferred to the railway reserve and the remaining one-third shall accrue to general revenues.
- (4) The railway reserve shall be used to secure the payment of the annual contribution to general revenues; to provide, if necessary, for arrears of depreciation and for writing down and writing off capital; and to strengthen the financial position of railways in order that the services rendered to the public may be improved and rates may be reduced.
- (5) The railway administration shall be entitled, subject to such conditions as may be prescribed by the Government of India, to borrow temporarily from the capital or from the reserves for the purpose of meeting expenditure for which there is no provision or insufficient provision in the revenue budget subject to the obligation to make repayment of such borrowings out of the revenue budgets of subsequent years.
- (6) A Standing Finance Committee for Railways shall be constituted consisting of one nominated official member of the Legislative Assembly who should be chairman and eleven members elected by the Legislative Assembly from their body. The members of the Standing Finance Committee for Railways shall be *ex-officio* members of the Central Advisory Council, which shall consist, in addition, of not more than one further nominated official member, six non-official members selected from a panel of eight selected by the Council of State from their body and six non-official members selected from a panel of eight elected by the Legislative Assembly from their body.

The Railway Department shall place the estimate of railway expenditure before the Standing Finance Committee for Railways on some date prior to the date for the discussion of the demand for grants for railways and shall, as far as possible, instead of the expenditure programme revenue show the expenditure under a depreciation fund created as per the new rules for charge to capital and revenue.

- (7) The railway budget shall be presented to the Legislative Assembly if possible in advance of the general budget and separate days shall be allotted for its discussion, and the Member in charge of railways shall then make a general statement on railway accounts and working. The expenditure proposed in the railway budget, including expenditure from the depreciation fund and

the railway reserve, shall be placed before the Legislative Assembly in the form of demands for grants. The form the budget shall take after separation, the detail it shall give and the number of demands for grants into which the total vote shall be divided shall be considered by the Railway Board in consultation with the proposed Standing Finance Committee for Railways with a view to the introduction of improvements in time for the next budget, if possible.

- (8) These arrangements shall be subject to periodic revision but shall be provisionally tried for at least three years.
- (9) In view of the fact that the Assembly adheres to the resolution passed in February 1923, in favour of State management of Indian Railways, these arrangements shall hold good only so long as the East Indian Railway and the Great Indian Peninsula Railway and existing State-managed railways remain under State management. But if in spite of the Assembly's resolution above referred to Government should enter on any negotiations for the transfer of any of the above railways to Company management such negotiations shall not be concluded until facilities have been given for a discussion of the whole matter in the Assembly. If any contract for the transfer of any of the above railway to Company management is concluded against the advice of the Assembly, the Assembly will be at liberty to terminate the arrangements in this Resolution.

Apart from the above convention this Assembly further recommends—

- (i) that the railway services should be rapidly Indianised, and further that Indians should be appointed as Members of the Railway Board as early as possible, and
- (ii) that the purchases of stores for the State Railways should be undertaken through the organisation of the Stores Purchase Department of the Government of India."

APPENDIX E.

**Government of India, Railway Department, Resolution No. 2131-F.,
dated the 19th February 1925, on the subject of the financing
of branch lines of railways.**

The Governor General in Council, with the sanction of His Majesty's Secretary of State for India, is pleased to issue the following orders on the subject of Financing of Branch Lines, in suppression of all previous orders on the subject.

1. Branch and Feeder Lines are constructed under an agreement by which the State guarantees a minimum return on the capital, or alternatively, undertakes that the line shall receive, out of the earnings of the main line from traffic contributed by the branch, such a sum, known as a rebate, as will make up the total earnings of the branch to a given sum, while the branch in each case shares with the main line any profits exceeding the guaranteed minimum.

2. This method of encouraging the construction of lines originated 30 years ago simply because the Government of India was unable to furnish the necessary capital.

3. The Acworth Committee pointed out that this method, while enabling lines to be built which would otherwise not have been built, has no other merit. The financial terms usual before the war are now quite inadequate and if the system is to continue they will have to be revised. All the witnesses before the committee who asked for a revision of the terms admitted that, if the main line were in a position to build a given branch itself, they would prefer that it should be done by the main line rather than that it should be done as a separate undertaking.

4. Amongst the disadvantages pointed out by the Committee are the following:—

- (i) The Branch Line Company is usually a fifth wheel to the coach. It implies in some cases a separate construction staff; it always implies a separate Board of Directors, and separate accounts.
- (ii) Where the branch is worked by the main line, if its Directors feel that the management is unsatisfactory, they not only make representations to the main line administration, but in the last resort can appeal to the Railway Board which does not make for harmony.
- (iii) Capital raised by a small private undertaking, even with a Government guarantee, will cost more than money raised by the State.
- (iv) Inconceivable confusion results from the multiplication of independent Railway Companies—each company, small or great, desires to reserve for itself a separate sphere of influence; and jealously demands that, if any new-comer intrudes into that sphere, he shall pay toll to the original concessionaire. This only complicates a situation which ought to be considered solely from the point of view of the public interest. New proposals for the extension or connection of lines by small independent companies are either refused owing to protests by the old company or only permitted on a basis of elaborate accounting between the new company and the old for the profits which hypothetically would have belonged to the old line had the new line not been opened.

5. The only arguments urged in favour of the Branch Line Companies were:—

- (i) That money had been raised which the Government of India was unable to furnish.
- (ii) That a claim was made that the Branch Line Company obtained from local sources money that would never be subscribed to a Government loan.
- (iii) That there may be cases of a Branch Line of smaller gauge *worked independently*, which the Branch Line Company can operate more economically than a main line.

6. The Acworth Committee, therefore, so far from approving of this system considered that the aim of the Government should be to reduce by amalgamation the number of existing companies and that it should only be in cases where the State cannot or will not provide adequate funds that private enterprise in the direction should be encouraged.

7. The disadvantages pointed out by the Acworth Committee required to be even further amplified. The existing Branch Line Companies have ceased for some time to raise additional capital for capital requirements. They have either obtained overdrafts from various Banks for this purpose at heavy rates of interest or issued debentures at special rates of interest (usually about 7 per cent.) or in several cases asked

for money to be advanced to them by the Railway Board. So far, therefore, from reducing the amount that the Government of India have to raise in the open market, they are at present increasing that amount.

8. Another serious disadvantage which is not mentioned by the Acworth Committee is that the main line usually works the Feeder or Branch Line for a remuneration which, in most cases, is limited to a maximum of a fixed percentage of the gross earnings of the Branch Line (usually 40 per cent. or 50 per cent.)—terms of remuneration which at present are grossly inadequate. The result of this arrangement is that many of the main lines whose working expenses are from 60 to 80 per cent. of the gross earnings are saddled with heavy expenditure which ought to have been debited to Branch Line Companies. Where the Branch Line Companies are “successful”, that is, where the shares stand at a high figure, their profits are inflated owing to their working expenses being thus artificially reduced. Again, where in the case of less “prosperous” Branch Line Companies, the Government has to make a direct subsidy in order to make up the guaranteed interest on the capital, the amount paid by way of subsidy does not reveal the true loss of the Government in connection with the Branch Line Company. To this subsidy should be added also the additional loss incurred from the main line working the Branch Line at less than the actual cost. Even this, however, does not give a complete statement of the loss sustained by Government in connection with these Companies. These Companies have been supplied with land free of charge and the cost of such land is not taken into account either in the Capital or the Revenue Accounts of the Companies concerned.

9. The only real argument in favour of these Companies is that they must be utilised in cases where the Government itself is unable or declines to raise the necessary amount of capital for new constructions. It is doubtful whether such a position is likely to recur in the future. It is admitted that to use the agency of these Companies is a far more expensive method of raising money for the construction of railways than direct Government loans can ever be. The amount of assistance given by Branch Line Companies in the past has been trivial; the total amount of capital raised through the agency of Branch Line Companies has only been about Rs. 10½ crores—an amount which in itself is less than the lapse that occurred last year in the provision for capital expenditure in the Railway Budget.

10. The difficulties and complications now experienced in connection with these Branch Line Companies are out of all proportion to the insignificant financial facilities offered by the Companies. The Government of India have therefore decided that the Branch line policy should be abandoned and that an endeavour should be made to reduce the number of the existing Branch Line Companies. If on any occasion the Government of India should be unable to find funds for construction (which is not the case at present), and should it be considered advisable to tap fresh sources for subscription to railway loans by offering terms different from those given to the ordinary Government loans, that is, by offering not only a fixed rate of interest, but a share in the profits of a particular Branch Line, there appears to be no particular advantage of using a financial half-way house specially to float a loan on such terms; there appears to be no reason why the Government should not float the loan direct. But it will probably be found sufficient to raise short term debentures at a high rate of interest—to be liquidated when the loan market is favourable—a procedure adopted now by the Branch Line Companies, but at a higher rate of interest than would be necessary for the Government.

11. There remains the case of the District Board Railways for which some of the capital or the security for the capital is secured by a special cess levied by the District Board throughout the district.

The Acworth Committee pointed out that where a District Board was the promoter of a new Branch Line, considerations other than purely commercial came into play with the result of further complications and confusion. In a footnote to the report they referred to the views expressed by the Madras Government who had drawn attention to a case in which, although no short-circuiting was involved, there had been a delay of over 10 years in arriving at a decision in regard to the terms for working a District Board Railway by the South Indian Railway Company. The amount of capital raised by District Boards for such lines has been only Rs. 137 lakhs while the amount raised by Company lines subsidised by District Boards amounts to Rs. 2½ crores. These amounts are insignificant as compared with the total capital raised by the Government and it is clear that the relief afforded to the Government of India in raising the loans is quite disproportionate to the great complications which have resulted in the working of the railway administration. Loans raised direct by the District Boards do not relieve the market of the Government of India; the money is ultimately borrowed from the Government of India.

12. The legal position regarding the powers of District and Local Boards in the matter of railway construction and management depends in part on the Indian Railways Act, 1890, which, in the absence of express exclusion of its application, extends to all District Board railways and, in part on the nature of the provision made in the

matter in the District or Local Boards Act of the province concerned. It is only in the Madras Presidency that the question has assumed prominence and it will suffice to indicate briefly the nature of the provisions contained in the Madras Local Boards Act, 1920. Action under section 113 of that Act can only be taken "with the previous sanction of the Government of India." Having obtained such sanction, a District Board may either itself construct and maintain a railway within, or partly within, the local area under the control of the Board, or may subscribe to any debenture loan raised by the Government of India or by any other local authority or by any company for the construction or maintenance of any railway which the Board considers likely to be of benefit to the district, or may guarantee the payment from the district fund of such sums as it shall think fit as interest on capital expended on any such railway (that is, whether the railway is constructed by the Government of India or by any other local authority or by a Company).

Section 236 of the same Act provides that the accumulations of a local railway cess may be utilised for all or any of the purposes specified in section 113, including the guaranteeing of payment of interest on capital spent on a railway.

A District Board in Madras, therefore, can guarantee the payment from the district fund of the money sufficient to make up minimum interest on capital expended on a railway within its area whether such railway is constructed by the Government of India or by a Company, the only disadvantage attaching to this particular form of guarantee being that the Act does not make the payment of the guaranteed interest a first charge on the District Board Fund.

13. The Government of India could not reasonably use their powers under the Indian Railways Act, 1890, or under, *e.g.*, section 113 of the Madras Local Boards Act, 1920, to prevent a District Board or a local body from constructing a light railway or a tramway which had no physical connection with any existing main line and which that local body proposed to work itself or through a local company. But as things stand at present there is no reason for continuing the practice under which District Boards are allowed to make money out of Branch Lines connected with a main line when they themselves cannot make any arrangements for the working of the lines and require to have them run by the main lines.

14. These District Board railways must not be confused with the light and feeder railways which constitute a provincial subject under the Devolution Rules. The provincial subject in question comprises "light and feeder railways and extra-municipal tramways in so far as provision for their construction and management is made by provincial legislation." That is to say, it comprises only individual light or feeder railways or extra-municipal tramways for the construction and management of which specific provision has been made by an Act of the local legislature of the province concerned. Hitherto, no such legislation has been enacted with the result that the entry in question in the provincial schedule, as also the qualifying words to entry 5 (a)* in the central schedule, have no operation, and all existing railways of every description are included in the central subject defined in the last-named entry. It should also be observed that the provincial subject in question is "subject to legislation by the Indian Legislature in the case of any such railway or tramway which is in physical connection with a main line or is built on the same gauge as an adjacent line", the effect being that a provincial bill designed to provide for the construction of a light or feeder railway or extra-municipal tramway in physical connection with a main line or built on the same gauge as an adjacent main line would require the previous sanction of the Governor General under clause (f) of sub-section (3) of section 80 A of the Government of India Act; and it may be presumed that few occasions are likely to arise in which provision will be made by local legislation for the construction of a light or feeder railway not answering one or other of these descriptions.

15. The proposal set forth in this Resolution is not designed to evade the legitimate operation of the legal position described, in the case of District Board railways, in paragraph 12 and in the case of provincial light and feeder railways, in paragraph 14; but it follows from the proposal that Local Governments and District or Local Boards should not, in the absence of special circumstances, be encouraged to build branch or feeder lines. In other words, the normal procedure will be the construction by the Government of India, or, at its cost, by a Company, of a branch line which a District Board or Local Government desires to have constructed and is prepared to guarantee. But, should the railway programme not permit the construction of such a line within a reasonable time, the possibility of permitting a District Board or Local Government to construct it from its own funds would require consideration.

Unremunerative Lines.

16. The above proposals relate to the procedure adopted in the past and the procedure which it is proposed to adopt in the future for the financing of the con-

* "Railways and extra-municipal tramways, in so far as they are not classified as provincial subjects under entry 6 (d) of Part II of this Schedule."

struction of branch or feeder lines expected to prove remunerative from the point of view of railway earnings only. But there are cases where the Local Governments or local authorities may desire that a line should be constructed which will not be remunerative on railway earnings and the construction of which is desired by them for purely local reasons on account of the administrative advantages it is likely to confer or for the development of a particular area. It is proposed that in future the Railway Board in such circumstances should have power to arrange for the construction of the line from railway funds if the Local Government or the local authority guarantees the Railway Board against loss. The guarantee would be to the effect that the local authority would make up the difference between the net earnings and the interest and other charges payable. As it is not desirable that the Central Government should make any profit out of such contributions by local authorities, it is also proposed that where contributions have been made by a local authority for this purpose the repayment of such contributions should be a first charge on any net profits subsequently realised from the line, should the line prove remunerative.

17. The Central Government must, however, retain the power to decide whether a line is to be built or not; the proposals in the preceding paragraph must not be taken to imply that a Local Government by giving a guarantee can require the Railway Board to construct a line. Proposals of a Local Government might run counter to the general railway policy or might take the form of short-circuiting railway traffic and so lead to a reduction of receipts from existing lines.

18. These proposals have been circulated to Local Governments and have been generally welcomed by them as affording a suitable method of reconciling central and local interests and of providing for local bodies and Local Governments a method of securing the construction of railways which may be required for purely local reasons, and which, while not likely to prove remunerative on purely railway earnings, are likely to provide such indirect benefits to Local Governments and local bodies as will more than repay the amounts paid under the guarantee. Several such arrangements have already been made with Local Governments.

APPENDIX F.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nazam's State and Jodhpur Railways) on the 1st April 1931 as compared with 1st April 1930.

Item.	A. B.		B. N.		B. & N. W.		B. P. & O. I.		B. U. M.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		By Board and Miscellaneous Officers.		TOTAL.	
	1930.		1931.		1930.		1931.		1930.		1931.		1930.		1931.		1930.		1931.		1930.		1931.		1930.		1931.	
	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
1. Agency Department—																												
1-01. Europeans																												
1-02. Statutory Indians—																												
(a) Hindus																												
(b) Muslims																												
(c) Anglo-Indians and domiciled Europeans																												
(d) Other classes																												
(e) Total																												
1-03. GRAND TOTAL																												
2. Accounts Department—																												
2-01. Europeans																												
2-02. Statutory Indians—																												
(a) Hindus																												
(b) Muslims																												
(c) Anglo-Indians and domiciled Europeans																												
(d) Other classes																												
(e) Total																												
2-03. GRAND TOTAL																												
3. Engineering Department—																												
3-01. Europeans																												
3-02. Statutory Indians—																												
(a) Hindus																												
(b) Muslims																												
(c) Anglo-Indians and domiciled Europeans																												
(d) Other classes																												
(e) Total																												
3-03. GRAND TOTAL																												

* Revised figures.

APPENDIX F—contd.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 1st April 1931 as compared with 1st April 1930—conold.

Item.	A. B.		B. N.		B. & N.-W.		B., B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Ry. Board and Mis- cellaneous officers.		TOTAL.	
	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
4. Transportation—																												
4-01. Europeans	7	7	30	29	14	12	27*	27	28	30	19	18	36	35	50	49	21	20	36	33	2	3	12	11	*12	10	204*	234
4-02. Statutory Indians—																												
(a) Hindus	3	4	10	12	2	1	7	7	..	..	8	8	5	5	6	5	9	10	11	17	..	..	5	9	*2	2	68*	80
(b) Muslims	1	1	4	5	..	1	2	2	..	..	5	5	..	8	1	2	..	..	5	5	1	1	..	1	4	3	30	34
(c) Anglo-Indians and domiciled Europeans.	4	3	3	3	..	..	4*	4	1	1	4	4	3	2	4	4	3	3	3	3	..	..	2	4	3	4	34*	35
(d) Other classes	..	..	..	2	..	..	5	5	6	6	..	..	1	1	..	..	..	..	1	2	..	..	..	..	2	2	15	18
(e) Total	8	8	17	22	2	2	18*	18	7	7	17	17	16	16	11	11	12	13	20	27	1	1	7	14	*11	11	147	167
4-03. GRAND TOTAL	15	15	47	51	16	14	45	45	35	37	36	35	52	51	61	60	33	33	56	60	3	4	19	25	*23	21	441*	451
5. Commercial—																												
5-01. Europeans	1	1			2	2							6	5	15	12			10	14			5	2	..	..	39	36
5-02. Statutory Indians—																												
(a) Hindus	..	..	..	..	..	..	..	..	..	..	..	..	1	1	6	5	..	..	2	4	..	..	7	4	..	..	16	14
(b) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	3	..	..	..	..	..	..	5	3
(c) Anglo-Indians and domiciled Europeans.	..	..	..	..	..	..	..	..	..	..	..	..	5	4	2	2	..	..	..	3	..	..	1	1	..	..	8	10
(d) Other classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	..	..	..	..	..	..	..	2	1
(e) Total	..	..	..	..	..	..	..	..	..	..	..	..	6	5	9	8	..	..	8	10	..	..	8	5	..	..	31	28
5-03. GRAND TOTAL	1	1	..	..	2	2	..	..	..	..	..	..	12	10	24	20	..	..	18	24	..	..	13	7	..	..	70	64
6. Mechanical Engineering—																												
6-01. Europeans	9	8	26	26	12	14	32	31	23	20	22	21	43	42	22	22	23	24	40	42	4	3	18	17	7*	4	281*	274
6-02. Statutory Indians—																												
(a) Hindus	..	..	1	4	..	..	1	3	..	..	3	4	7	10	5	6	1	1	4	5	..	..	4	4	..	..	26	37
(b) Muslims	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	3	..	..	..	..	..	..	2	4
(c) Anglo-Indians and domiciled Europeans.	1	1	..	..	..	..	..	..	1	2	..	..	3	3	..	..	..	..	4	2	..	..	..	..	..	1	9	9
(d) Other classes	..	..	..	1	..	..	..	..	..	..	2	2	1	2	1	1	1	1	..	..	..	..	..	..	..	..	5	7
(e) Total	2	2	1	5	..	..	1	3	1	2	5	6	11	15	6	7	2	2	9	10	..	..	4	4	..	1	42	57
6-03. GRAND TOTAL	11	10	27	31	12	14	33	34	24	22	27	27	54	57	28	29	25	26	49	52	4	3	22	21	7*	5	328*	331

APPENDIX F—contd.

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over, employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 1st April 1931 as compared with 1st April 1930.

Name.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.			
	1930.		1931.		1930.		1931.		1930.		1931.		1930.		1931.		1930.		1931.		1930.		1931.		1930.		1931.	
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27		
1. Agency Department—																												
1-01. Europeans																												
1-02. Statutory Indians—																												
(a) Hindus	2	2	5	5	1	1	5	11	5	5	12	13	17	15	2	3	2	2	8	9	1	1	3	3	63	70		
(b) Muslims							3	3	1	1			2	1											6	6		
(c) Anglo-Indians and domiciled Europeans	1	1	2	2	1	1	4	3	3	3					3	3	1	1	2	2			2	1	10	18		
(d) Other classes							7	7	3	3			1		1	4			1	1					13	15		
(e) Total	3	3	7	7	2	2	19	24	12	12	12	13	20	17	6	10	3	3	11	13	1	1	5	4	101	109		
1-03. GRAND TOTAL	3	3	7	7	2	2	19	24	12	12	12	13	20	17	6	10	3	3	11	13	1	1	5	4	101	109		
2. Accounts Department—																												
2-01. Europeans																												
2-02. Statutory Indians—																												
(a) Hindus			23	24	6	5	23	24	9	11	33	38	80	83	14	18	8	7	55	51	2	1	17	19	270	281		
(b) Muslims							1	1			6	5	3	3					17	18			1	1	23	30		
(c) Anglo-Indians and domiciled Europeans			39	38	7	7	14	13	12	11	7	6	17	12	14	14	9	10	2	4			5	5	126	120		
(d) Other classes					1	1	12	14						1	9	9	1	2	9	10					32	37		
(e) Total			62	62	14	15	50	52	21	22	46	49	100	99	37	41	18	19	83	83	2	1	23	25	456	468		
2-03. GRAND TOTAL			62	62	14	15	52	53	21	22	46	49	113	115	38	42	18	19	85	83	2	1	23	25	470	486		
3. Engineering Department—																												
3-01. Europeans	1	1	8	7	2	1	13	13	1	1	8*	9	62	52	26	31	10	9	42	50	2	2	4	5	179*	181		
3-02. Statutory Indians—																												
(a) Hindus	9	9	67	58	6	6	72	76	43	43	46	44	127	117	89	71	19	16	146*	135			38	31	667*	606		
(b) Muslims	2	2	7	8	4	4	14	13	1	1	4	4	8	10	23	22			80*	80	2	1	1	1	146*	146		
(c) Anglo-Indians and domiciled Europeans	4	5	51	52	17	15	10	11	41	36	25*	21	113	114	67	64	27	26	43	36	1	1	17	16	416*	397		
(d) Other classes	3	3	4	5			31	31	8	10	3*	3	4	6	23	32			39*	39			5	3	120*	132		
(e) Total	18	19	129	123	27	25	127	131	68	90	78	72	252	247	202	189	46	42	308*	290	3	2	61	51	1,349*	1,281		
3-03. GRAND TOTAL	19	20	137	130	29	26	140	144	99	91	80*	81	314	299	228	220	56	51	350*	340	5	4	65	56	1,528*	1,462		

4. Transportation--

4-01. Europeans	1	1	26	27	10	11	37	36	7	7	23	27	122	116	137	201	..	132*	125	..	8	558*	559	
4-02. Statutory Indians--																								
(a) Hindus	6	7	42	42	3	3	108	111	14	15	33*	33	61	52	64	63	4	62	75	..	15*	414*	430	
(b) Muslims	..	..	6	5	1	1	8	6	3	3	1	1	10	10	12	13	..	14	24	..	1	56	64	
(c) Anglo-Indians and domiciled Europeans	14	10	58	52	4	8	50	51	83	79	56	58	194	182	507	521	23	93	91	7	23	1,177	1,119	
(d) Other classes	1	1	3	3	..	..	111	62	19	16	4	2	..	2	104	92	..	33	35	..	..	275	213	
(e) Total	21	18	109	102	8	12	277	230	119	113	96*	99	235	216	747	694	32	202	235	7	39*	1,922*	1,817	
4-03. GRAND TOTAL	22	19	135	129	18	23	314	266	126	120	124*	126	337	302	934	895	32	332*	350	7	47*	2,430*	2,376	
5. Commercial--																								
5-01. Europeans	..	..			2	2														Included under Transportation.	1	1	27	22
5-02. Statutory Indians--																								
(a) Hindus	3	2	..	..	..	..	..	..	..	..	..	..	27	27	35	34	..	17	14	..	5*	4	87*	81
(b) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	5	4	5	4	..	3*	4	..	..	..	15*	12
(c) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	..	..	..	..	10	13	9	8	..	3*	3	..	..	..	23*	24
(d) Other classes	..	..	..	..	..	..	..	..	..	..	..	..	..	1	9	6	..	4	3	..	..	..	13	10
(e) Total	3	2	..	..	..	..	..	..	..	..	..	..	42	45	58	52	..	29*	24	..	5*	4	137	127
5-03. GRAND TOTAL	3	2	..	..	2	2	..	..	..	..	..	..	45	45	67	62	..	..	33	..	6*	5	164	149
6. Mechanical Engineering--																								
6-01. Europeans	15	14	102	109	13	12	69	66	15	17	67*	63	325	346	51	60	78	77	192	207	4	30	1,051*	1,004
6-02. Statutory Indians--																								
(a) Hindus	3	3	17	12	..	..	45	47	8	9	23	26	103	116	24	23	6	5	59*	58	1	14	303*	318
(b) Muslims	..	1	1	2	1	..	6	11	..	..	8	3	16	15	1	1	1	..	53	51	..	..	87	84
(c) Anglo-Indians and domiciled Europeans	16	14	174	223	19	23	293	295	123	127	82*	84	601	513	118	117	98	111	202	191	3	126	1,860*	1,828
(d) Other classes	3	4	13	9	..	..	55	53	19	21	4	4	5	9	32	28	7	7	45	51	1	3	137	190
(e) Total	22	22	205	251	20	23	399	406	155	157	113*	117	725	653	175	169	112	123	364*	351	6	143	2,437*	2,420
6-03. GRAND TOTAL	37	36	397	429	33	35	468	472	179	174	179	180	1,050	999	236	229	100	200	556*	538	9	173	3,458*	3,484
7. Stores Department--																								
7-01. Europeans	..	..	..	..	..	..	3	3	..	..	1	1	8	6	3	4	..	1	4	..	..	21	19	
7-02. Statutory Indians--																								
(a) Hindus	1	1	6	7	..	..	7	7	5	4	8*	12	16	13	2	3	1	1	13	3	2	74*	73	
(b) Muslims	..	..	..	..	..	..	1	1	..	..	..	..	2	2	..	..	..	..	6	8	..	..	9	11
(c) Anglo-Indians and domiciled Europeans	1	1	13	12	1	1	1	1	..	..	5	5	21	26	2	2	3	3	6	10	..	3	56	64
(d) Other classes	..	..	1	2	..	..	5	4	..	..	..	..	..	..	3	1	..	..	6	5	..	..	15	12
(e) Total	2	2	22	21	1	1	14	13	5	4	13*	17	39	46	7	6	4	4	41	6	5	154*	160	
7-03. GRAND TOTAL	2	2	22	21	1	1	17	16	5	4	14*	18	47	52	10	10	4	5	47	45	..	6	175*	179

* Revised figures.

APPENDIX F—conold.

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over, employed on Class I Railways, Railway Board, and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 1st April 1931 as compared with 1st April 1930—conold.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. L.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.	1930.	1931.
	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.
8: Other Departments—																										
8-01. Europeans	3	4	30	34	..	2	13*	15	..	..	1	72*	65	5*	1	2	2	4*	8	..	..	2	3	136*	135	
8-02. Statutory Indians—																										
(a) Hindus	6	7	32*	40	..	..	35*	34	13*	15	13*	12	66*	66	9*	12	11*	14	8*	6	..	1*	2	199*	203	
(b) Muslims	..	..	1	1	..	..	1*	1	5	6	1*	2	7*	5	1	..	..	..	..	1	..	4*	1	20*	16	
(c) Anglo-Indians and domiciled Europeans	4	3	42*	50	13*	12	20*	19	3*	3	6*	5	53*	60	8*	8	11*	11	14*	14	1	1	1*	..	131*	136
(d) Other classes	..	..	4	4	..	..	16*	16	30	33	..	..	2	2	15*	13	4*	3	6*	3	..	..	1	2	53*	56
(e) Total	10	10	79*	95	13*	12	72*	79	33*	36	20*	19	133*	133	38*	38	26*	28	28*	24	1*	1	7*	5	453*	466
8-03. GRAND TOTAL	13	14	109*	129	13*	14	90*	85	36*	36	20*	20	205*	193	38*	34	23*	30	32*	32	1*	1	9*	8	564*	601
9. Railway Boards and other Railway offices—																										
9-01. Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	4
9-02. Statutory Indians—																										
(a) Hindus	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	153*	145
(b) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	22*	22
(c) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	29*	27
(d) Other classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	20	21
(e) Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	234*	215
9-03. GRAND TOTAL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	229	219
10. Total—																										
10-01. Europeans	20	20	256	237	27	28	142*	134	23	25	107*	104	612	602	234	309	90	89	391*	403	6	6	45	46	2,008*	2,007
10-02. Statutory Indians—																										
(a) Hindus	30	31	194	188	16	15	295*	310	107*	102	170	183	497	494	239	232	51	49	378*	366	4	3	96	94	2,280*	2,212
(b) Muslims	2	3	15	16	6	7	34	36	10	10	15*	15	53	50	42	40	1	..	180*	187	2	1	7	4	389*	391
(c) Anglo-Indians and domiciled Europeans	40	34	379	434	63	67	392*	393	270*	259	131*	170	1,014	921	788	737	177	190	365*	381	12	13	177	169	3,886*	3,774
(d) Other classes	7	8	25	23	1	1	237	137	59	63	11*	9	12	21	196	186	12	12	143*	147	1	1	9	8	733*	686
(e) Total	79	76	613	631	85	90	958*	926	446*	434	377*	386	1,576	1,486	1,265	1,194	241	251	1,086*	1,051	19	18	289	275	7,238*	7,063
10-03. GRAND TOTAL	99	96	869	898	112	113	1,100*	1,000	469*	459	484	490	2,138	2,088	1,549	1,503	331	340	1,457*	1,454	25	24	334	321	9,246*	9,070

11. Increase + Decrease —		12. Percentage of total —	
11-01. Europeans	..	20-2	20-8
11-02. Statutory Indians —	..	20-2	20-8
(a) Hindus	+1	20-3	20-8
(b) Muslims	+1	1-7	3-1
(c) Anglo-Indians and domiciled Europeans	-6	48-6	35-4
(d) Other classes	+1	..	..
(e) Total	-3	2-9	8-4
11-03. GRAND TOTAL	-3	2-9	8-4
12-01. Europeans	..	20-2	20-8
12-02. Statutory Indians —	..	20-2	20-8
(a) Hindus	..	20-3	20-8
(b) Muslims	..	1-7	3-1
(c) Anglo-Indians and domiciled Europeans	..	48-6	35-4
(d) Other classes	..	..	..
(e) Total	..	2-9	8-4

* Revised figures.

APPENDIX G—contd.

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways, and how they were filled during 1930-31—contd.

Departments.	Number of vacancies which occurred in previous years not filled in those years remaining to be filled.	Number of new appointments created during the year.	Number of vacancies which occurred during the year.	Number of appointments abolished during the year.	Number of net vacancies to be filled.	Number of vacancies not filled up during the year.	Number of vacancies actually filled.	FILLED BY					
								Euro-peans.	STATUTORY INDIANS.				
									Hindus.	Muslims.	Anglo-Indians and domiciled Euro-peans.	Other classes.	TOTAL.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Bengal and North-Western Railway.													
1. Agency . . .	..	1	..	..	1	..	1	1	..	..	..	..	..
2. Accounts . . .	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Engineering . . .	..	..	3	..	3	..	3	..	..	2	1	..	3
4. Transportation and Commercial. . .	..	..	3	..	3	..	1	..	..	1	..	..	1
5. Mechanical . . .	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Stores . . .	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments . .	..	..	..	..	..	..	..	..	..	..	..	..	..
8. TOTAL . . .	1930-31	1	6	..	7	2	5	1	..	3	1	..	4
	1929-30	*2	*1	4	..	7	*1	*6	3	*2	1	..	*3
9. Percentage of Euro-peans to number of vacancies filled. . .	1930-31	20.0											
	1929-30	50.0											
10. Percentage of Statutory Indians to number of vacancies filled. . .	1930-31	80.0											
	1929-30	50.0											
Bengal Nagpur Railway.													
1. Agency . . .	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Accounts . . .	..	1	1	..	2	2	..	..	..	..	..	..	..
3. Engineering . . .	4	4	7	14	1	3	2	1	..	1	..	..	1
4. Transportation and Commercial. . .	1	7	1	..	9	3	9	1	2	1	..	2	5
5. Mechanical . . .	1	2	4	1	6	..	6	3	2	..	..	1	3
6. Stores . . .	1	..	..	..	1	1	..	..	..	..	..	..	..
7. Other Departments . .	2	..	1	1	2	..	2	1	1	..	..	..	1
8. TOTAL . . .	1930-31	9	14	14	16	9	12	4	5	..	..	3	8
	1929-30	7	4	10	..	21	1	17	3	..	3	..	6
9. Percentage of Euro-peans to number of vacancies filled. . .	1930-31	33.3											
	1929-30	64.7											
10. Percentage of Statutory Indians to number of vacancies filled. . .	1930-31	66.7											
	1929-30	35.3											
Bombay, Baroda and Central India Railway.													
1. Agency . . .	1	1	..	..	2	1	1	1	..	..	..	..	..
2. Accounts . . .	1	..	1	1	1	..	1	..	1	..	..	..	1
3. Engineering . . .	4	3	2	..	9	7	2	..	2	..	..	..	2
4. Transportation and Commercial. . .	1	..	..	..	1	1	..	..	..	..	..	..	..
5. Mechanical . . .	2	..	6	..	3	1	7	5	2	..	..	..	2
6. Stores . . .	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments . .	1	1	3	..	5	2	3	3	..	..	..	..	..
8. TOTAL . . .	1930-31	10	5	12	1	26	12	14	5	..	..	..	5
	1929-30	12	2	*14	4	*24	*10	14	5	..	..	2	7
9. Percentage of Euro-peans to number of vacancies filled. . .	1930-31	64.3											
	1929-30	50.0											
10. Percentage of Statutory Indians to number of vacancies filled. . .	1930-31	35.7											
	1929-30	50.0											

* Revised figures.

APPENDIX G—conold.

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways, and how they were filled during 1930-31—conold.

Departments.	Number of vacancies which occurred in previous years not filled in those years remaining to be filled.	Number of new appointments created during the year.	Number of vacancies which occurred during the year.	Number of appointments abolished during the year.	Number of net vacancies to be filled.	Number of vacancies not filled up during the year.	Number of vacancies actually filled.	FILLED BY					
								Euro-peans.	STATUTORY INDIANS.				
									Hindus.	Muslims.	Anglo-Indians and domiciled Euro-peans.	Other classes.	TOTAL.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Madras and Southern Mahratta Railway.													
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Engineering	9	4	7	3	17	3	14	5	9	..	..	..	9
4. Transportation and Commercial.	2	..	..	..	2	..	2	1	1	..	..	..	1
5. Mechanical	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	..	..	1	1	..	..	..	..	..	..	..
8. TOTAL	12	4	9	3	22	5	17	7	10	..	..	..	10
	1930-31	..	..	..	..	..	..	..	..	..	..	..	..
	1929-30	*14	7	6	6	*21	*12	9	7	..	..	1	8
9. Percentage of Euro-peans to number of vacancies filled.	1930-31	41.2	..	..	..	..	..	..	..	..	..	..	..
	1929-30	11.1	..	..	..	..	..	..	..	..	..	..	..
10. Percentage of Statutory Indians to number of vacancies filled.	1930-31	58.8	..	..	..	..	..	..	..	..	..	..	..
	1929-30	88.9	..	..	..	..	..	..	..	..	..	..	..
Rohilkund and Kumaon Railway.													
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Engineering	2	..	..	..	1	..	1	..	1	..	..	..	1
4. Transportation and Commercial.	..	..	..	..	..	..	..	..	..	1	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..	..	..	..
8. TOTAL	1930-31	1	..	1	..	2	..	2	1	1	..	..	2
	1929-30	..	..	*1	..	*1	*2	..	..	..	..	..	..
9. Percentage of Euro-peans to number of vacancies filled.	1930-31	..	..	..	..	..	..	..	..	..	..	..	..
	1929-30	..	..	..	..	..	..	..	..	..	..	..	..
10. Percentage of Statutory Indians to number of vacancies filled.	1930-31	100.0	..	..	..	..	..	..	..	..	..	..	..
	1929-30	..	..	..	..	..	..	..	..	..	..	..	..
South Indian Railway.													
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	1	..	..	2	..	2	..	2	..	..	..	2
3. Engineering	3	8	6	11	6	3	3	..	..	1	2	..	3
4. Transportation and Commercial.	..	8	1	1	8	5	3	..	1	..	2	..	3
5. Mechanical	1	1	1	..	9	1	2	2	..	..	..	..	1
6. Stores	1	2	..	1	2	1	1	..	1	..	..	..	..
7. Other Departments	..	..	1	..	1	1	..	..	..	..	..	..	..
8. TOTAL	1930-31	5	20	10	18	11	11	2	4	1	4	..	9
	1929-30	*15	*7	*9	*14	*17	*12	*2	*8	..	1	1	*10
9. Percentage of Euro-peans to number of vacancies filled.	1930-31	18.2	..	..	..	..	..	..	..	..	..	..	..
	1929-30	16.7	..	..	..	..	..	..	..	..	..	..	..
10. Percentage of Statutory Indians to number of vacancies filled.	1930-31	81.8	..	..	..	..	..	..	..	..	..	..	..
	1929-30	83.3	..	..	..	..	..	..	..	..	..	..	..

* Revised figures.

APPENDIX H.**Officers of the Railway Department (Railway Board) on 31st March, 1931.**

The Hon'ble Sir GEORGE RAINY, K.C.S.I., K.C.I.E., I.C.S.,
Member of Council of Governor General.

Railway Board.

Mr. T. G. Russell	Chief Commissioner of Railways.
Mr. A. A. L. Parsons, C.I.E., I.C.S.	Financial Commissioner of Railways.
Mr. A. M. Hayman, O.B.E.	Member.
Mr. M. W. Brayshay	Do.
Mr. H. A. M. Hannay	Do.
Mr. R. H. Irani	Director, Civil Engineering (Offg.).
Mr. F. J. Page, O.B.E.	Director, Mechanical Engineering.
Mr. C. P. Colvin, O.B.E.	Director, Traffic (Offg.).
Mr. P. R. Rau, M.A.	Director, Finance.
Mr. J. C. Highet, F.C.H.	Director, Establishment.
Mr. P. H. Mafin, O.B.E., M.C.	Secretary (on leave).
Mr. J. F. Blackwood	Secretary (Offg.).
Mr. A. M. Ali	Deputy Secretary (Offg.).
Mr. G. C. Laughton	Deputy Director, Civil Engineering (Offg.).
Mr. T. G. Creighton	Deputy Director, Mechanical Engineering (Offg.).
Mr. E. V. MacLean	Deputy Director, Traffic and Statistics (Offg.).
Mr. H. J. M. de Lange	Deputy Director, Finance (On leave).
Mr. T. S. Sankara Aiyar, B.A., B.E.	Deputy Director, Finance (Offg.).
Mr. T. K. Nana Rao	Assistant Director, Finance (Offg.).
Mr. E. C. Rundlett	Chief Superintendent.

Honorary Assistant Personnel Officer.

Rai Bahadur Ishar Das Puri	Honorary Assistant Personnel Officer.
--------------------------------------	---------------------------------------

Attached Officers.

Mr. H. C. B. Jollye, B.A.	Timber Advisory Officer.
Mr. P. B. Chandwani, M.A.	Officer on Special Duty.
Mr. F. D'Souza	Do. do.
Mr. N. D. Calder	Do. do.
Mr. K. M. Hassan	Do. do.
Khan Bahadur Barkat Ali	Do. do.
Major H. W. Wagstaff, M.C., R.E.	Supervisor of Railway Labour.
Mr. M. S. Gregory, M.C., V.D.	Officer on Special Duty.
Mr. W. H. Scott	Do. do.
Mr. H. G. Salmond	Do. do.
Mr. W. E. Smith	Do. do.
Mr. Dev Dutta	Do. do.

Controller of Railway Accounts.

Mr. M. K. Mitra, M.A.	Controller of Railway Accounts.
Mr. I. S. Puri, M.A.	Deputy Controller of Railway Accounts.
Mr. Yaqub Shah, M.A.	Assistant Controller of Railway Accounts.
Mr. C. N. Bhan	Assistant Accounts Officer.
Mr. Gopal Nath Mehra	Do. do.

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GOVERNMENT OF INDIA
RAILWAY DEPARTMENT

(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1930—31

Volume II—Statistics

(Compiled by Controller of Railway Accounts.)



CALCUTTA: GOVERNMENT OF INDIA
CENTRAL PUBLICATION BRANCH

1932

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- (6) Over 279 papers have been published by the Technical section of the Railway Board's office. The papers comprise :—
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 - (b) Reprints of articles from foreign engineering magazines.
 - (c) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below :—

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The books and papers can be bought from the Government of India, Central Publication Branch, 3, Government Place, West, Calcutta.

CONTENTS.

SECTION A.—Financial and Statistical Summaries.

Financial Summaries—

	PAGE.
I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1929-30 and 1930-31 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts	2
II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1930 and 1931	3
II-B.—Summary of Capital outlay to end of the years 1929-30 and 1930-31 of other than State-owned Railways	4-5
III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1929-30 and 1930-31	6
IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1929-30 and 1930-31	7
V.—Summary of $\frac{\text{Capital at Charge}}{\text{Capital outlay}}$, Revenue Earnings and Expenses of Railways by Classes for the years 1929-30 and 1930-31	7
VI.—Summary of $\frac{\text{Capital at Charge}}{\text{Capital outlay}}$, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1929-30 and 1930-31	8

Statistical Summaries—

VII.—Summary of the Mileage of Railways on 31st March 1931	9
VIII.—Summary of Equipment showing actual stock running on 31st March 1931	10-11
IX.—Summary of Net Additions to or reduction of Equipment during the year 1930-31	10-11
X.—Summary of Passenger and Goods Revenue Statistics for the years 1929-30 and 1930-31	12-13
XI.—Summary of Revenue Earnings and Expenses rated against selected units by Classes and Gauges for the years 1929-30 and 1930-31	14
XII.—Summary of Train and Engine Mileage for the years 1929-30 and 1930-31	15
XIII.—Summary of Selected Operating Statistics of Class I Railways by Gauges for the years ended 31st March 1931	16-19

SECTION B.—Financial and Statistical Statements.

Financial Statements—

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1930-31 and of the percentage of those figures on the Capital at Charge, on 31st March 1931, also the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts	22-23
2 (a).—Statement of Capital at Charge of State-owned Railways on the 31st March 1931	24-27
2 (b).—Statement of Capital Outlay to the end of the year 1930-31 of other than State-owned Railways	28-39
3.—Statement of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the year 1930-31	40-41
4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1930-31	42

	PAGE.
5.—Statement of ^{Capital at Charge} _{Capital outlay} , Revenue Earnings and Expenses for the years 1929-30 and 1930-31	43—47
6.—Details of Gross Earnings of each Railway System for the years 1929-30 and 1930-31	48—51
7.—Details of Working Expenses of each Railway System for the years 1929-30 and 1930-31	52—61
<i>Statistical Statements—</i>	
8.—Mileage Statement for the year 1930-31	62—77
9.—Description of Class I Railways worked during the year 1930-31	78
10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1931	79—88
11.—Statement of Net Additions to or Reductions of Equipment of Class I Railways during the year 1930-31	89—91
12.—Statement of Passenger Revenue Statistics of Class I Railways for the years 1929-30 and 1930-31	92—99
13.—Statement of Goods Revenue Statistics of Class I Railways for the years 1929-30 and 1930-31	100—111
14.—Statement of Revenue Earnings and Expenses of Class I Railways rated against selected units for the years 1929-30 and 1930-31	112—115
15.—Results of Working of Class I Railways for the years 1929-30 and 1930-31	116—117
16.—Statement of Ton Mileage of Class I Railways for the years 1929-30 and 1930-31	118—119
17.—Statement of Train and Engine Mileage of Class I Railways for the years 1929-30 and 1930-31	120—125
18.—Statement of Engine Hours of Class I Railways for the years 1929-30 and 1930-31	126—129
19.—Statement of Vehicle Miles of Class I Railways for the years 1929-30 and 1930-31	130—133
20.—Statement of Speed of Goods Trains of Class I Railways for the years 1929-30 and 1930-31	134
21.—Statement of Shunting and Light running of Class I Railways for the years 1929-30 and 1930-31	135
22.—Statement of Engine Usage of Class I Railways for the years 1929-30 and 1930-31	136—139
23.—Statement of Loads of Trains of Class I Railways for the years 1929-30 and 1930-31	140—141
24.—Statement of Vehicles and Wagons and their Usage on Class I Railways for the years 1929-30 and 1930-31	142—143
25.—Statement of Density of traffic on Class I Railways for the years 1929-30 and 1930-31	144—145
26 (a).—Statement of Repairs of Rolling Stock of Class I Railways for the years ended 31st March 1930 and 1931.	146—149
26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock of Class I Railways for the year 1930-31	150—151
27 (a).—Statement of Coal Consumed on Class I Railways for the years 1929-30 and 1930-31	152—157
27 (b).—Statement of Coal Consumption on Class I Railways for the years 1929-30 and 1930-31	158—159
28.—Statement of Efficiency of Class I Railways for the years 1929-30 and 1930-31	160
29.—Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1930-31	161—176
30.—Analysis of Operating Expenses of Class I Railways for the year 1930-31	177—201

	Page.
31.—Statement of the Oil Consumption on Class I Railways during the years 1929-30 and 1930-31	202—203
32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India and Great Indian Peninsula Railways for the years 1929-30 and 1930-31	204—207
33.—Statement of steam Coach and Rail motor Performances on Class I Railways during the years 1929-30 and 1930-31	208
34.—Statement of Equipment showing the actual stock running on Class II and III Railways on the 31st March 1931	209—210
35.—Statement of the Net Additions to Equipment of Class II and III Railways during the year 1930-31	211
36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1929-30 and 1930-31	212—217
37.—Statistics of engine miles and coal consumption of Class II and III Railways for the years 1929-30 and 1930-31	218—222
<i>Appendices—</i>	
A.—Value of Stores purchased by Class I Railways during the year 1930-31	224—227
B.—Details of Working of Company or State Collieries for the years 1928-29 to 1930-31	228—229
C.—Statement of Number of Servants of all races employed on each Railway System (open lines only) and in the Railway Board and other Railway Offices at the close of the years 1929-30 and 1930-31	230
D.—Statements of Accidents during 1930-31	231—263
E.—Rolling-Stock fitted with Automatic brakes, Vehicles lighted by gas or electricity and lower class carriages provided with latrine accommodation on the 31st March 1931	264—265
F.—Statement showing the cost of the Police Force employed on Railways during 1930-31	266

INTRODUCTORY NOTE.

1. For the information of foreign readers of this report, who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

2. An anna is a 16th part of a rupee and a pie the 12th part of an anna.

3. The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

A detailed list of the railways in each class will be found in statement 5, pages 43 to 47.

SECTION A.

FINANCIAL AND STATISTICAL
SUMMARIES.

[For details, see Statement 1, pages 22-23.]

FINANCIAL SUMMARIES.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1929-30 and 1930-31 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts (In thousands of rupees).

Classification.	Year.	*Capital at charge.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. (Col. 4 × 100) Col. 3	CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVT. [DIFFERENCE BETWEEN COLUMNS (4) AND (8)].		Percentage of Gain or Loss on Capital at Charge. (Col. 9 or 10 × 100) Col. 3.
					Payments on account of shares of surplus profits and of Net Revenue Receipts.	Interest payments	Total charges	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
Central.										
1. State Lines worked by the State.	1929-30	4,91,05,45	18,81,95	3.81	18,43	19,43,10	19,61,58	..	79.63	—0.16
	1930-31	4,97,90,64	14,20,95	2.85	..	20,73,85	20,73,85	..	6,52,80	—1.31
2. State Lines worked by Companies or by Indian States	1929-30	2,75,67,24	15,70,40	5.07	1,33,50	11,11,68	12,45,18	3,25,22	..	1.18
	1930-31	2,81,97,07	13,43,24	4.76	1,16,30	11,95,30	13,11,60	31,64	..	.11
3. Miscellaneous items	1929-30	3,25,41	..	..	..	—8,72	—8,72	8,72	..	2.67
	1930-31	3,30,04	..	..	..	2,40	2,40	..	2,40	—0.72
4. Total Central	1929-30	7,69,98,10	34,52,35	4.49	1,51,98	30,46,06	31,98,04	2,54,31	..	0.33
	1930-31	7,83,17,75	27,64,19	3.53	1,16,30	32,71,55	33,83,85	..	(a) 6,23,66	—0.79
Provincial.										
5. Total Provincial	1929-30	14,61	..	..	..	56	56	..	56	—3.76
	1930-31	14,61	..	..	..	58	58	..	58	—3.97
6. GRAND TOTAL	1929-30	7,70,12,71	34,52,35	4.49	1,51,98	30,46,62	31,98,60	2,53,75	..	0.33
	1930-31	7,83,32,36	27,64,19	3.53	1,16,30	32,72,13	33,88,43	..	6,24,24	—0.79

* On open lines and on lines wholly or partly under construction (including ferries and suspense).
(a) See also footnote * under Statement 1 on page 23.

[For details, see Statement 2 (a), pages 24-27.]

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1930 and 1931.

(In thousands of rupees.)

Details.	State lines worked by the State.		State lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1930.	31st March 1931.	31st March 1930.	31st March 1931.	31st March 1930.	31st March 1931.
	2	3	4	5	6 (Cols. 2+4.)	7 (Cols. 3+5.)
1. Liabilities incurred in the purchase of railways :—						
(a) During the year	—1,18	—1,22	..	..	—1,18	—1,22
(b) To end of the year	1,16,59,34	1,16,58,12	44,52,16	44,52,16	1,61,11,50	1,61,10,28
2. Capital outlay during the financial year from funds provided by the State :—						
(a) Works	16,55,37	6,36,54	6,25,99	4,89,12	22,81,36	11,25,66
(b) Rolling-stock	3,65,53	2,11,62	1,96,26	1,73,11	5,61,79	3,84,73
(c) General charges	51,61	29,26	51,16	27,90	1,02,77	57,16
(d) Stores, etc., not finally charged off in the accounts.	51,41	—1,91,02	21,81	—55,66	72,42	—2,46,68
(e) Total	21,23,92	6,86,40	8,94,42	6,34,47	30,18,34	13,20,87
3. Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—						
(a) Works	2,47,67,69	2,57,41,32	1,55,30,58	1,60,19,67	4,02,98,27	4,17,61,00
(b) Rolling-stock	1,00,40,66	1,00,55,78	62,17,89	63,91,02	1,62,58,55	1,64,46,80
(c) General charges	12,86,54	12,11,26	11,01,08	11,28,98	23,87,62	23,40,24
(d) Stores, etc., not finally charged off in the accounts.	13,51,22	11,24,15	6,05,55	5,49,89	19,56,77	16,74,04
(e) Total	3,74,46,11	3,81,32,52	2,34,55,10	2,40,89,56	6,09,01,21	6,22,22,08
4. Total Capital at Charge at the end of the financial year [Items 1 (b) plus 3 (e)].	4,91,05,45	4,97,90,64	2,79,07,26	2,85,41,72	7,70,12,71	7,83,32,36

II-B.—Summary of Capital Outlay to the end of the years 1929-30

Classification.	Year.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
1. Branch line Companies' Railways under Guarantee Terms—		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Worked by the branch line company	1929-30 .	85	10	Nil	1,73	2,68
	1930-31 .	18	2,52	Nil	—1,27	1,43
(b) Worked by the main line	1929-30 .	79	Nil	Nil	—2	77
	1930-31 .	1,19	Nil	Nil	Nil	1,19
2. Branch line Companies' Railways under rebate terms worked by the main line.	1929-30 .	2,19	—23	Nil	Nil	,96
	1930-31 .	1,87	8	28	Nil	2,24
3. Branch line Companies' Railways under guarantee and rebate terms.	1929-30 .	85	Nil	Nil	—25	60
	1930-31 .	2,05	1	Nil	Nil	2,06
4. Companies' lines subsidized by the Government of India.	1929-30 .	10,98	7,02	—2	—1,07	16,91
	1930-31 .	15,02	7,45	1	73	23,21
5. Companies' lines subsidized by Local Governments.	1929-30 .	56	8	Nil	32	96
	1930-31 .	1,21	2,96	Nil	—21	3,96
6. Unassisted Companies' lines	1929-30 .	15	10	Nil	4	29
	1930-31 .	—1,21	—1,03	—64	9	—2,79
7. District Board lines	1929-30 .	95	7	Nil	Nil	1,02
	1930-31 .	81	—1	Nil	Nil	80
8. Companies' lines subsidized by District Boards.	1929-30 .	1,33	3,83	Nil	—76	4,45
	1930-31 .	76	26	Nil	—45	57
9. Indian State lines worked by Indian States	1929-30 .	53,23	20,99	1,65	—2,35	73,52
	1930-31 .	—1,21,71	31,16	12,05	—1,71	—80,21
10. Indian State lines worked by the main line	1929-30 .	57,48	34,78	2,50	—7,54	87,22
	1930-31 .	8,47	1,80	1,76	—1,81	10,22
11. Companies' lines guaranteed by Indian States	1929-30 .	2,78	5,01	19	2,32	10,30
	1930-31 .	2	13	Nil	Nil	15
12. Lines in Foreign territory worked by British Indian Railway Companies.	1929-30 .	Nil	2,08	Nil	Nil	2,08
	1930-31 .	1	..	..	..	*5,84
13. TOTAL	1929-30 .	1,32,19	73,83	4,32	—7,58	2,02,76
	1930-31 .	—91,33	45,34	13,46	—4,63	—31,33
14. Miscellaneous	1929-30 .	85	72	Nil	10	1,67
	1930-31 .	Nil	Nil	Nil	Nil	Nil
15. GRAND TOTAL	1929-30 .	1,33,04	74,55	4,32	—7,48	2,04,43
	1930-31 .	—91,33	45,34	13,46	—4,63	—31,33

* Details not available.

and 1930-31 of other than State-owned Railways.

[For details, see Statement 2 (b), pages 28-39.]
(In thousands of rupees.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Classification.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
88,86	18,77	12,81	3,27	1,23,71	1. Branch line Companies' Railways under Guarantee Terms—
89,04	21,29	12,81	2,00	1,25,14	
78,71	1,17	7,71	Nil	87,59	(a) Worked by the branch line company.
79,90	1,17	7,71	Nil	88,78	
6,06,58	55,97	78,79	Nil	7,41,34	(b) Worked by the main line.
6,08,44	56,07	79,07	Nil	7,43,58	
1,73,75	3,37	9,56	2,00	1,88,68	2. Branch line Companies' Railways under rebate terms worked by the main line.
1,76,14	3,04	9,56	2,00	1,90,74	
11,90,91	3,86,23	1,15,75	16,92	*17,21,76	3. Branch line Companies' Railways under guarantee and rebate terms.
12,05,93	3,93,68	1,15,76	17,65	*17,44,97	
1,03,77	69,69	20,96	5,26	1,99,68	4. Companies' lines subsidized by the Government of India.
1,04,98	72,65	20,96	5,05	2,03,64	
43,64	7,38	91	35	52,28	5. Companies' lines subsidized by Local Governments.
30,15	5,87	25	38	36,65	
70,22	7,04	6,24	Nil	83,50	6. Unassisted Companies' lines.
71,03	7,03	6,24	Nil	84,30	
1,02,97	40,03	5,05	4,64	1,52,69	7. District Board lines.
1,05,07	40,29	3,71	4,19	1,53,26	
14,61,29	5,44,12	76,81	69,24	†21,53,32	8. Companies' lines subsidized by District Boards.
24,46,06	8,22,03	1,56,58	92,04	††35,48,89	
14,16,49	1,61,46	1,06,80	21,72	17,06,47	9. Indian State lines worked by Indian States.
10,65,01	1,10,59	70,04	10,38	12,56,02	
7,46,86	1,98,62	30,43	23,98	9,99,89	10. Indian State lines worked by the main line.
8,40	5,43	1,77	Nil	15,60	
2,14,90	2,08	1,51	Nil	2,18,49	11. Companies lines guaranteed by Indian States.
11,48	Nil	1,51	Nil	§2,24,33	
62,98,95	14,95,93	4,73,33	1,38,38	84,29,40	12. Lines in Foreign territory worked by British Indian Railway Companies.
60,01,63	15,39,14	4,85,97	1,33,69	84,15,90	
28,29	2,75	2,01,09	38	2,32,51	13. TOTAL.
28,29	2,75	2,01,09	38	2,32,51	
63,27,24	14,98,68	6,74,42	1,38,76	86,61,91	14. Miscellaneous.
60,29,92	15,41,89	6,87,06	1,34,07	86,48,41	
					15. GRAND TOTAL.

* Includes 11,95 being the capital outlay of Matheran Light Railway to the end of 1927-28 the details of which are not available.

† Includes 10,86 being the capital outlay on the construction of Mauli-Kankroli and Kankroli-Kambli sections of Udaipur-Chittorgarh Railway, the details of which are not available.

†† Includes 32,18 being the capital outlay on Mauli-Kankroli and Kankroli-Kambli Sections of Udaipur-Chittorgarh Railway, the details of which are not available.

§ Includes 2,11,34 being the capital outlay on the West of India Portuguese Railway the details of which are not available.

[For details, see Statement 4, page 42.]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1929-30 and 1930-31.

Particulars.	CENTRAL.								Total Provincial.		Grand Total.	
	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.		Total.		1929-30.	1930-31.	1929-30.	1930-31.
	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.				
1	2	3	4	5	6	7	8	9	10	11	12	13
1. Interest on sterling debt . . . £	3,567,254	3,567,220	893,913	893,913	..	..	4,461,167	4,461,133	..	..	4,461,167	4,461,133
2. Interest on capital contributed by companies:—												
(a) On share capital £	..	..	420,000	420,000	..	..	420,000	420,000	..	..	420,000	420,000
(b) On debenture and debenture stock £	..	..	595,131	595,648	..	..	595,131	595,648	..	..	595,131	595,648
3. TOTAL . . . £	..	..	1,015,131	1,015,648	..	..	1,015,131	1,015,648	..	..	1,015,131	1,015,648
4. GRAND TOTAL . . . £	3,567,254	3,567,220	1,909,044	1,909,561	..	..	5,476,289	5,476,781	..	..	5,476,289	5,476,781
5. Converted into rupees at average rate of exchange (In thousands of rupees).	4,79,23	4,81,58	2,55,06	2,55,09	1,90	(a) 3,11	7,36,19	7,39,78	..	..	7,36,19	7,39,78
6. Interest on capital outlay provided by Government (In thousands of rupees).	14,61,95	15,90,35	8,49,12	9,32,71	—10,62	—71	23,00,45	25,22,35	56	58	23,01,01	25,22,93
7. Interest on rupee debt. (In thousands of rupees).	1,92	1,92	7,50	7,50	..	..	9,42	9,42	..	..	9,42	9,42
8. GRAND TOTAL . . . (In thousands of rupees).	19,43,10	20,73,85	11,11,68	11,95,30	—8,72	2,40	30,46,06	32,71,55	56	58	30,46,62	32,72,13

(a) Represents exchange charges.

[For details, see Statement No. 3, pages 40 and 41.]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the year 1929-30 and 1930-31. (In thousands of rupees.)

Class of Railways.	Year.	GROSS REVENUE RECEIPTS.			WORKING EXPENSES.				Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
		Earnings.	Suspense.	Total.	Ordinary.	Renewals and Replacements.	Suspense.	Total.		
1	2	3	4	5	6	7	8	9	10	11
State Railways worked by State	1929-30	61,75,41	26,55	62,01,96	37,14,10	6,08,00	-2,09	43,20,01	18,81,95	57.08
	1930-31	57,88,14	28,78	58,16,92	37,53,19	6,31,78	11,00	43,95,97	14,20,95	61.41
States Railways worked by Coys. or Indian States and Miscellaneous.	1929-30	40,64,70	3,62	40,68,32	19,27,37	5,68,17	2,38	24,97,92	15,70,40	50.02
	1930-31	36,75,26	17,48	36,92,74	18,49,91	5,07,81	-8,22	23,49,50	13,43,24	51.19
Total	1929-30	1,02,40,11	30,17	1,02,70,28	56,41,47	11,76,17	29	68,17,93	34,52,35	54.28
	1930-31	94,63,40	46,26	95,09,66	56,03,10	11,39,59	2,78	67,45,47	*27,64,19	71.25

*See also footnotes † and § under Statement 3 on pages 40 and 41.

[For details, see Statement 5, pages 43-47.]

V.—Summary of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses of Railways for the years 1929-30 and 1930-31. (In thousands of rupees.)

Classification.	Year.	For the system i.e. both State-owned and other than State-owned portions.					
		† Total capital at charge	§ Gross earnings.	§ Working expenses.	Net earnings. (Col. 4-5.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 5} \times 100}{\text{Col. 4}}\right)$	Percentage net earnings on total capital at charge given in column 3. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 3}}\right)$
1	2	3	4	5	6	7	8
By classes of railways.							
Class I Railways	1929-30	8,22,92,37	1,12,12,78	73,81,74	38,31,04	65.83	4.66
	1930-31	8,35,96,81	1,02,84,33	72,00,42	30,83,91	70.01	3.69
Class II Railways	1929-30	23,98,67	3,43,05	2,11,46	1,31,59	61.64	5.48
	1930-31	24,59,79	3,24,24	2,12,61	1,11,63	65.57	4.54
Class III Railways	1929-30	4,83,12	58,46	50,52	7,94	86.42	1.64
	1930-31	4,92,82	54,03	42,83	11,20	79.27	2.27
Other items not included in the preceding heads	1929-30	5,00,46	-6,15	-95,11	88,96	..	..
	1930-31	4,31,35	-5,60	-32,43	26,83	..	..
By Ownership.							
Total State Railways (a)	1929-30	7,66,12,25	1,02,46,26	69,12,75	33,33,51	67.47	4.36
	1930-31	7,79,01,01	94,69,00	67,75,12	26,93,88	71.55	3.46
Other items not included in the preceding heads.	1929-30	5,00,46	-6,15	-95,11	88,96	..	..
	1930-31	4,31,35	-5,60	-32,43	26,83	..	..
Total other Railways	1929-30	84,29,40	13,67,62	7,30,51	6,37,11	53.42	7.56
	1930-31	84,16,90	11,93,17	6,80,30	5,12,87	57.02	6.09
Miscellaneous	1929-30	(b) 2,32,51	41	46	-5	..	..
	1930-31	(b) 2,32,51	43	44	-1	..	..
GRAND TOTAL	1929-30	8,56,74,62	1,16,08,14	75,48,61	40,59,53	65.02	4.74
	1930-31	8,69,80,77	1,06,57,00	74,23,43	32,33,57	69.66	3.72

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense.)

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period, irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figures of railway accounts.

(a) The difference with the corresponding totals in Summary I (Column 3) and Summary IV Column 3 and Columns 6+7 is represented by the head "Other items not included in the preceding heads".

(b) See details at the foot of Statement 2(b) for the year concerned.

[For details, see Statement 5, pages 43-47 and Statement 8, pages 62-77.]

VI.—Summary of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses and Mileage of Railway classified according to methods of working for the years 1929-30 and 1930-31.

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees.				Remarks.
			† Total capital at charge.	Gross earnings. §	Working expenses. §	Net earnings.	
			Capital Outlay.				
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State (a) .	1929-30 .	17,343.49	4,89,31.79	61,75.40	43,13.60	18,61.80	
	1930-31 .	17,449.59	4,96,90.71	57,88.14	43,76.21	14,11.93	
2. State lines worked by companies (a) .	1929-30 .	13,855.55	2,75,80.46	40,70.86	25,99.15	14,71.71	
	1930-31 .	14,068.17	2,82,10.30	36,80.86	23,98.91	12,81.95	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	1929-30 .	177.93	1,23.71	9.86	8.69	1.17	
	1930-31 .	177.93	1,25.14	8.79	9.02	—23	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	1929-30 .	114.65	87.59	12.07	6.08	5.99	
	1930-31 .	114.65	88.78	11.07	5.57	5.50	
5. Branch line companies' railways under Rebate terms, worked by the main line.	1929-30 .	1,125.18	7,41.34	2,14.94	1,10.39	1,04.55	
	1930-31 .	1,126.03	7,43.58	94.64	48.70	45.94	
6. Branch line companies' railways under Guarantee and rebate terms.	1929-30 .	166.60	1,88.68	16.75	9.32	7.43	
	1930-31 .	166.60	1,90.74	14.21	7.68	6.53	
7. Companies' lines subsidized by the Government of India.	1929-30 .	2,032.82	17,21.76	2,82.05	1,32.88	1,49.17	
	1930-31 .	2,070.95	17,44.97	2,60.24	1,32.37	1,27.87	
8. Companies' lines subsidized by Local Governments.	1929-30 .	137.02	1,99.68	44.27	24.82	19.45	
	1930-31 .	137.02	2,03.64	45.01	25.04	19.97	
9. Unassisted companies' lines .	1929-30 .	108.70	52.28	6.02	4.31	1.71	
	1930-31 .	108.70	36.65	4.90	3.43	1.47	
10. District Board lines	1929-30 .	136.43	83.50	22.37	11.85	10.52	
	1930-31 .	136.43	84.30	19.54	10.33	9.21	
11. Companies' lines subsidized by Dis- trict Boards.	1929-30 .	269.16	1,52.69	38.31	23.75	14.56	
	1930-31 .	269.16	1,53.26	35.67	24.10	11.57	
12. Indian State lines worked by Indian States.	1929-30 .	3,436.02	21,53.32	2,90.18	1,87.66	1,02.52	
	1930-31 .	4,714.41	35,48.89	5,06.03	2,96.81	2,09.22	
13. Indian State lines worked by the main line.	1929-30 .	1,973.00	17,06.47	2,04.93	1,16.75	88.18	
	1930-31 .	1,609.60	12,56.02	1,59.82	96.69	63.13	
14. Companies' lines guaranteed by Indian States.	1929-30 .	754.46	9,99.89	1,89.36	72.76	1,16.60	
	1930-31 .	38.63	15.60	1.18	1.25	—7	
15. Lines in foreign territory worked by British Indian railway com- panies.	1929-30 .	73.60	2,18.49	36.51	21.29	15.22	
	1930-31 .	73.80	2,24.33	32.07	19.31	12.76	
16. Miscellaneous (b)	1929-30 .	19.12	(b) 2,32.51	41	46	—5	
	1930-31 .	19.12	(b) 2,32.51	43	44	—1	
17. Other items not included in the preceding heads.	1929-30 .	..	5,00.46	—6.15	—95.11	88.96	
	1930-31 .	..	4,31.35	—5.60	—32.43	26.83	
18. TOTAL	1929-30 .	41,723.73	8,56,74.62	1,16,08.14	75,48.65	40,59.49	
	1930-31 .	42,280.59	8,69,80.77	1,06,57.00	74,23.43	32,33.57	

(a) The difference between the totals of items 1 and 2 with the corresponding totals in Summary I (column 3) and Summary IV, (column 3 and columns 6 + 7) is represented by "Other items not included in the preceding heads".

(b) See details at the foot of Statement 2 (b) for the year concerned.

* † § For explanations see footnotes on page 7.

VIII.—Summary of Equipment showing

Classification.	LOCOMOTIVES.				RAIL MOTORS.		STEAM COACHES.		ELECTRIC MOTOR COACHES.			COACHING VEHICLES.							
	Steam. No.	Elec. No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	3rd class seats.	Average weight in tons.	EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.						OTHER VEHICLES INCLUDING BRAKE VANS.	Railway Service vehicles (including officers' carriages).
												PASSENGER CARRIAGES.							
												No. (In units.)	Seats.						
													1st.	2nd.	Inter.	Third.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
CLASS I RAILWAYS.																			
5' 6" gauge . . .	\$5,909	65	144,323,541	2048000	2	12	13†	1,113	93	9,248	69	*9,975	24,467	40,186	66,971	688,977	3,928	954	
3' 3½" gauge . . .	2,785	..	39,715,379	..	4	236	7†	599	..	..	..	*7,920	10,705	14,692	12,480	372,506	1,485	513	
2' 6" and 2' 0" gauges			Number. 300			Number. 9		**	¶6	114	..	889	1,153	1,462	2,273	27,807	102	35	
CLASS II RAILWAYS.																			
3' 3½" gauge . . .			258			2	..	..	..	..	..	831	1,235	2,128	1,026	30,753	195	68	
2' 6" and 2' 0" gauges			158			5	3	..	..	..	..	737	558	804	445	18,858	49	22	
CLASS III RAILWAYS.																			
3' 3½" gauge . . .			19			..	..	..	..	..	..	61	40	132	60	2,212	17	3	
2' 6" and 2' 0" gauges			128			18	..	..	1	..	..	460	535	420	1,182	11,004	64	17	

IX.—Summary of net additions

Classification.	LOCOMOTIVES.				RAIL MOTORS.		STEAM COACHES.		ELECTRIC MOTOR COACHES.		COACHING VEHICLES.						
	Steam. No.	Elec. No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.						Railway Service vehicles (including officers' carriages). No. (In units.)
											PASSENGER CARRIAGES.				OTHER VEHICLES INCLUDING BRAKE VANS.		
											No. (In units.)	Seats.				No. (In units.)	
												1st.	2nd.	Inter.	Third.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
CLASS I RAILWAYS.																	
5' 6" gauge . . .	16	21	5,681,676	..	..	..	..	..	..	..	—83	644	168	1,316	—1,731	157	75
3' 3½" gauge . . .	39	..	1,418,405	..	..	..	..	56	..	..	194	235	731	852	9,303	50	54
2' 6" and 2' 0" gauges	Number. 8				Number. ..		..	..	..	..	18	17	—2	130	657	9	..
CLASS II RAILWAYS.																	
3' 3½" gauge . . .			6			1	..	..	..	..	31	71	107	87	1,689	1	1
2' 6" and 2' 0" gauges			2			..	..	..	..	..	32	2	..	..	635	..	..
CLASS III RAILWAYS.																	
3' 3½" gauge . . .			..			..	..	..	..	..	1	..	..	..	..	1	..
2' 6" and 2' 0" gauges			11			3	..	..	..	..	—8	11	—29	48	182	—1	1
By GAUGES.																	
5' 6" gauge . . .	16	21	5,681,676	..	..	..	..	..	..	..	—83	644	168	1,316	—1,731	157	75
	Number.																
3' 3½" gauge . . .			45			1	..	56	..	..	226	306	838	939	10,992	52	55
2' 6" and 2' 0" gauges			21			3	..	..	..	..	42	30	—31	178	1,474	8	1

* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in column 18.
† Includes one sentinel engine.
‡ Motor Coach composite.
§ Includes 2 Electric Battery Locomotives.
|| Includes tractive effort of 2 Electric Battery Locomotives.
¶ Includes 3 Steam Coach Trailers.
** Does not include seating capacity of 3 Steam Coach Trailers referred to at ¶ above.

actual stock running on 31st March 1931.

[For details, see Statement 10, pages 79—88 and Statement 34, pages 209—210.]

GOODS WAGONS.							Railway Service Vehicles including inspection trolleys, travelling cranes and their dummy trucks.	Road Motors.	Classification.
EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.									
COVERED WAGONS.		OPEN WAGONS, HIGH SIDED.		OPEN WAGONS, LOW SIDED.		SPECIAL WAGONS INCLUD- ING BRAKE VANS.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
20	21	22	23	24	25	26	27	28	
93,890	1,895,991	37,131	784,323	6,218	121,640	12,616	4,543	98	CLASS I RAILWAYS. 5' 6" gauge.
47,956	600,816	2,996	45,717	5,760	71,448	6,578	3,845	7	3' 3½" gauge.
Number. 4,048							138	..	2' 6" and 2' 0" gauges.
6,011							161	..	CLASS II RAILWAYS. 3' 3½" gauge.
2,552							49	..	2' 6" and 2' 0" gauges.
416							11	..	CLASS III RAILWAYS. 3' 3½" gauge.
1,429							29	..	2' 6" and 2' 0" gauges.

to or reduction of Equipment during the year 1930-31.

[For details, see Statement 11, pages 90—91 and Statement 35, page 211.]

GOODS WAGONS.					Railway Service Vehicles including inspection trolleys, travelling cranes & their dummy trucks.	Road Motors	Classification.
EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.							
COVERED WAGONS.		OPEN WAGONS.		SPECIAL WAGONS INCLUDING BRAKE VANS.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
19	20	21	22	23	24	25	
—845	—30,343	124	28,057	106	80	7	CLASS I RAILWAYS. 5' 6" gauge.
1,325	27,377	81	3,929	117	151	..	3' 3½" gauge.
Number. 136					17	..	2' 6" and 2' 0" gauges.
204					..	..	CLASS II RAILWAYS. 3' 3½" gauge.
..					*1	..	2' 6" and 2' 0" gauges.
4					3	..	CLASS III RAILWAYS. 3' 3½" gauge.
40					2	..	2' 6" and 2' 0" gauges.
—845	—30,343	124	28,057	106	80	7	BY GAUGES. 5' 6" gauge.
Total Number.					154	..	3' 3½" gauge.
1,731					20	..	2' 6" and 2' 0" gauges.
176							

*Travelling crane.

X.—Summary of Passenger and Goods Revenue

Headings.	CLASS I RAILWAYS.		CLASS II RAILWAYS.		CLASS III RAILWAYS.	
	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.
	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class No.	886,0	744,2	34,6	29,9	13,1	12,4
2nd class "	9,353,6	8,323,9	254,9	216,9	34,3	29,5
Inter class "	17,957,0	16,198,6	301,3	254,6	168,2	148,3
3rd class "	594,838,9	539,277,7	30,014,6	27,717,9	9,169,4	8,498,3
TOTAL (a)	623,085,5	564,544,4	30,605,4	28,219,3	9,385,0	8,688,5
2. Passenger miles (in thousands)—						
1st class Miles	121,851	108,634	1,415	1,201	311	341
2nd class "	444,962	414,936	9,988	8,917	728	770
Inter class "	749,532	652,744	7,162	6,328	2,629	2,466
3rd class "	20,877,798	18,532,237	679,854	624,612	156,770	135,040
TOTAL	22,194,143	19,708,551	698,419	641,058	160,438	138,617
3. Average miles a passenger was carried—						
1st class Miles.	137.5	146.0	40.9	40.2	23.7	27.5
2nd class "	47.6	49.8	39.2	41.1	21.2	26.1
Inter class "	41.8	40.3	23.8	24.8	15.6	16.6
3rd class "	35.1	34.4	22.6	22.5	17.1	15.9
TOTAL	35.6	34.9	22.8	22.7	17.2	15.9
4. Earnings from passengers carried (in thousands of rupees)—						
1st class Rs.	1,02,24	92,39	1,72	1,35	48	32
2nd class "	1,77,11	1,64,63	5,48	4,82	98	75
Inter class "	1,56,06	1,38,76	2,17	1,91	73	67
3rd class "	22,45,64	28,72,02	1,36,08	1,24,58	29,64	27,55
TOTAL	36,81,05	32,67,80	1,45,45	1,32,66	31,83	†† 29,29
5. Average rate charged per passenger per mile (in pice)—						
1st class Pice	16.1	16.3	23.4	21.6	29.6	21.4
2nd class "	7.64	7.62	10.6	10.4	25.8	18.7
Inter class "	4.00	4.08	5.82	5.79	5.33	5.22
3rd class "	2.99	2.99	3.85	3.83	3.63	3.92
TOTAL	3.18	3.18	4.01	3.97	3.81	4.07
6. Tons of goods carried (in thousands) (b)	113,449	105,106	4,701	4,601	1,036	936
7. Net ton-miles (in thousands)	21,265,304	20,145,778	232,679	236,103	26,653	24,596
8. Average miles a ton of goods was carried	186.6	191.7	49.5	51.3	25.7	26.3
9. Earnings from goods carried (in thousands of rupees).	66,83,12	62,57,01	1,70,50	1,65,08	21,96	*19,00
10. Average rate charged for carrying a ton of goods one mile	6.11	5.96	14.1	13.4	15.8	14.8

(a) }

See remarks on page 13.

(b) }

* Includes Rs. 40,000 representing goods earnings of Jessore Jhenidah Railway not shown in Column 7 of Statement 6.

†† Includes Rs. 27,000 representing passenger earnings of Jessore Jhenidah Railway not shown in Column 4 of Statement 6.

[For details, see Statements 12, 13 and 36, pages 92—111 and 212—217.]

Statistics for the years 1929-30 and 1930-31.

5' 6" gauge.		3' 3½" gauge.		2' 6" and 2' 0" gauges.		All Railways.		Headings.
1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	
8	9	10	11	12	13	14	15	16
677,8	562,2	220,8	193,0	35,7	31,3	804,2	670,2	1. Number of Passengers (in hundreds).—
7,612,4	6,781,0	1,839,8	1,672,6	140,0	116,7	9,125,3	8,088,8	1st class . . . No.
15,666,0	14,368,3	2,276,5	1,823,9	484,0	409,3	17,900,4	16,188,8	2nd class . . . "
366,267,7	331,769,1	237,460,6	216,501,5	30,344,6	27,223,3	606,467,5	550,878,7	Inter class. . . "
								3rd class . . . "
390,223,9	353,480,6	241,847,7	220,191,0	31,004,3	27,780,6	634,297,4	575,826,5	TOTAL (a) . . "
								2. Passenger miles (in thousands).—
100,933	90,403	21,472	18,714	1,186	1,059	123,591	110,176	1st class . . . Miles.
350,572	330,043	100,475	90,494	4,617	4,086	455,664	424,623	2nd class . . . "
656,327	575,623	92,845	77,096	10,151	8,819	759,323	661,538	Inter class. . . "
13,881,659	12,416,834	7,252,101	6,376,186	530,662	498,869	21,714,422	19,291,889	3rd class . . . "
14,989,491	13,412,903	7,466,893	6,562,490	596,616	512,833	23,053,000	20,488,226	TOTAL . . . "
								3. Average miles a passenger was carried.—
148.9	160.8	97.2	97.9	32.9	33.8	153.7	164.4	1st class . . . Miles.
46.1	48.6	53.2	54.1	33.0	35.0	49.9	52.5	2nd class . . . "
41.9	40.1	40.8	42.3	21.0	21.5	42.4	40.9	Inter class. . . "
37.9	37.4	30.6	29.5	19.1	18.3	35.8	35.0	3rd class . . . "
38.4	37.9	30.9	29.8	19.2	18.5	36.3	35.6	TOTAL . . . "
								4. Earnings from passengers carried (in thousands of rupees).—
80,45	† 73,31	21,90	18,98	2,10	1,77	1,04,45	94,06	1st class . . . Rs.
1,31,22	1,23,16	48,46	43,83	3,88	3,21	1,83,56	1,70,20	2nd class . . . "
1,34,86	1,21,03	21,10	17,69	3,00	2,62	1,53,96	1,41,34	Inter class. . . "
21,08,67	18,77,31	11,81,50	10,40,73	1,21,19	1,06,11	34,17,36	30,24,15	3rd class . . . "
24,55,20	21,94,81	12,72,96	11,21,23	1,30,17	1,13,71	38,53,33	34,29,76	TOTAL . . . "
								5. Average rate charged per passenger per mile (in pies).—
15.3	15.6	19.6	19.5	34.0	33.2	16.2	16.4	1st class . . . Pies.
7.19	7.16	9.26	9.30	16.1	15.1	7.73	7.70	2nd class. . . "
3.95	4.04	4.36	4.41	5.67	5.70	4.02	4.10	Inter class. . . "
2.92	2.90	3.13	3.13	4.01	4.08	3.02	3.01	3rd class . . . "
3.15	3.14	3.28	3.28	4.19	4.26	3.21	3.21	TOTAL . . . "
84,325	77,550	31,089	29,623	3,771	3,470	87,376	110,643	6. Tons of goods carried (in thousands) (b)
17,430,139	16,510,591	3,944,629	3,758,854	149,869	137,032	21,524,637	20,406,477	7. Net ton-miles (in thousands).
† 206.7	212.9	126.9	126.9	39.7	39.6	246.4	184.4	8. Average miles a ton of goods was carried.
49,80,70	46,67,84	17,76,50	16,59,50	1,25,03	1,13,76	63,32,76	64,41,16	9. Earnings from goods carried (in thousands of rupees).
5.59	5.42	8.65	8.48	16.0	15.9	6.14	6.06	10. Average rate charged for carrying a ton of goods one mile. Pies.

(a) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges or two or more railways as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(b) The above remarks apply to tons carried also.

† Revised figures.

[For details, see Statement 5, pages 43-47 and Statement 14, pages 112-115.]

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges, for the years 1929-30 and 1930-31.

Class or Gauge.	Year.	NET EARNINGS.			WORKING EXPENSES.*			GROSS EARNINGS.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways	1929-30	38,31,04	2.11	10,178	73,81,74	4.05	374	1,12,12,78	6.16	29,679	569
	1930-31	30,83,91	1.70	8,061	72,00,42	3.95	359	1,02,84,33	5.65	26,778	514
Class II Railways	1929-30	1,31,59	1.90	4,159	2,11,46	3.05	128	3,43,05	4.96	10,842	208
	1930-31	1,11,63	1.61	3,443	2,12,61	3.07	126	3,24,24	4.68	9,998	189
Class III Railways	1929-30	7,94	0.39	775	50,52	2.50	95	53,46	2.90	5,735	108
	1930-31	11,20	0.58	1,074	42,83	2.21	79	54,03	2.79	5,180	98
					By gauges.						
5' 6" Gauge	1929-30	25,78,70	2.16	12,368	54,85,51	4.59	504	80,64,21	6.76	38,636	741
	1930-31	21,00,98	1.75	9,983	53,31,65	4.42	485	74,32,63	6.17	35,261	676
2' 3½" Gauge	1929-30	13,53,03	2.16	7,957	19,21,73	3.01	213	32,74,76	5.17	19,058	365
	1930-31	10,98,50	1.79	6,313	18,82,39	3.07	207	29,80,89	4.86	17,129	329
2' 6" and 2' 0" Gauges	1929-30	38,84	0.46	969	2,36,48	2.78	113	2,75,32	3.24	6,879	132
	1930-31	7,26	0.08	179	2,41,82	2.86	114	2,49,08	2.95	6,149	119
					Total all railways.						
†Total	1929-30	39,70,57	2.09	9,493	76,43,72	3.99	349	1,16,14,29	6.08	27,670	532
	1930-31	32,06,74	1.68	7,543	74,55,86	3.92	336	1,06,62,60	5.61	25,084	483

* Includes Replacement and Renewal or contribution to Depreciation Fund, as the case may be.

† The difference between these totals and those shown in Summary V consists of "other items not included in the preceding heads" included in the latter.

[For details, see Statement 17, pages 120—125 and Statement 37 pages 218—221.]

XII.—Summary of Train and Engine Mileage for the years 1929-30 and 1930-31. (In thousands of miles.)

Particulars.	TRAIN MILES.					SHUNTING AND OTHER ENGINE MILES.			Total engine miles. (Cols. 6+9).	
	Year,	Passenger. †	Goods. ‡	Mixed. ‡	Total (including departmental).	Shunting.	*Miscellaneous.	Total, (Cols. 7+8).		
1	2	3	4	5	6	7	8	9	10	
By classes of railways.										
Class I Railways	Steam	1929-30	(a) 87,243	58,654	26,767	(a) 180,325	(a) 30,265	(a) 17,327	(a) 47,652	(a) 227,977
		1930-31	86,557	54,781	25,752	173,871	28,873	15,840	44,713	218,584
	†Electric	1929-30	(a) 505	(a) 327	Nil	(a) 843	7	115	122	(a) 965
		1930-31	1,339	607	Nil	1,955	7	343	350	2,305
Class II Railways	Steam	1929-30	1,605	1,177	3,975	6,916	1,348	111	1,459	8,374
		1930-31	1,567	1,027	4,147	6,920	1,284	126	1,410	8,330
Class III Railways	Steam	1929-30	529	138	1,210	2,019	442	215	657	2,676
		1930-31	549	135	1,196	1,934	419	144	563	2,497
By gauges.										
5' 6" gauge	Steam	1929-30	(a) 65,078	41,799	6,977	118,292	(a) 20,339	(a) 13,352	(a) 33,741	(a) 152,033
		1930-31	63,299	39,328	6,732	112,950	19,440	11,911	31,351	144,301
	†Electric	1929-30	(a) 505	(a) 327	Nil	(a) 843	7	115	122	(a) 965
		1930-31	1,339	607	Nil	1,955	7	343	350	2,305
3' 3½" gauge	Steam	1929-30	(a) 22,097	16,612	20,575	(a) 62,428	(a) 10,164	3,901	(a) 14,065	(a) 76,493
		1930-31	23,195	15,282	19,664	61,318	9,719	3,757	13,476	74,794
2' 6" and 2' 0" gauges	Steam	1929-30	2,202	1,558	4,400	(a) 8,539	1,502	460	1,962	(a) 10,501
		1930-31	2,179	1,333	4,609	8,457	1,417	442	1,859	10,316
Total all railways.										
Total	Steam	1929-30	(a) 89,377	59,969	31,952	(a) 189,259	(a) 32,055	(a) 17,713	(a) 49,768	(a) 239,027
		1930-31	88,673	55,943	31,095	182,725	30,576	16,110	46,686	229,411
	†Electric	1929-30	(a) 505	(a) 327	Nil	(a) 843	7	115	122	(a) 965
		1930-31	1,339	607	Nil	1,955	7	343	350	2,305

*Includes light, assisting required, assisting not required, siding and departmental.

†Other than electric multiple unit suburban trains.

‡Including departmental.

(a) Revised figures.

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1931.

Particulars.		5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
*1. Coaching vehicle miles (In thousands)		1,125,590	593,102	42,376
*2. Wagon miles—(In thousands)				
2.01 Loaded		1,276,513	511,926	22,188
2.02 Total (excluding brake vans)		1,875,451†	702,833	32,201
2.03 Percentage loaded of total		68.1	72.8	68.9
*3. Net or freight ton miles (In thousands)	{ Steam .	15,952,116	3,405,656	81,759
	{ Electric† .	272,395	..	..
4. Gross ton miles (including weight of engine)—(In thousands)				
	{ Steam .	26,500,768	7,416,872	346,765
	{ Electric† .	631,659	..	..
4.01 Passenger and proportion of mixed.	{ Excluding departmental			
	{ Steam .	26,646,213	7,506,341	348,150
	{ Electric† .	632,217	..	..
	{ Including departmental			
	{ Steam .	37,926,288	8,362,036	289,184
	{ Electric† .	653,243	..	..
4.02 Goods and proportion of mixed.	{ Excluding departmental			
	{ Steam .	39,196,474	8,828,704	312,434
	{ Electric† .	657,488	..	..
*5. Vehicle and Wagon Usage—				
5.01 Vehicle Miles per vehicle day		132.7	106.8	63.2
5.02 Wagon miles per wagon day		36.0	28.0	14.3
5.03 Net ton miles per wagon day		314.2	137.4	36.7
5.04 Average wagon load (Total traffic)		12.7	6.65	3.68
*6. Average speed of goods trains—Train miles per train engine hour—				
†Through Goods trains—	{ Steam .	§	§	..
6.01 Main lines	{ Electric† .	15.7	..	..
6.02 Branch lines		§	§	..
6.03 Total	{ Steam .	§	§	..
	{ Electric† .	15.7	..	..
All Goods trains—	{ Steam .	10.6	10.3	..
6.04 Main lines	{ Electric† .	13.0	..	..
6.05 Branch lines		10.1	10.2	..
6.06 Total	{ Steam .	10.5	10.3	8.50
	{ Electric† .	13.0	..	..
*7. Average train load—				
Passenger—				
7.01 Number of vehicles	{ Steam .	16.7	17.2	..
	{ Electric† .	17.2	..	..
Passenger and proportion of mixed—				
7.02 Gross weight (including weight of engine)	{ Steam .	390.5	229.8	..
	{ Electric† .	472.0	..	..
Goods—				
7.03 Main lines—Loaded wagons	{ Steam .	34.1	30.8	..
	{ Electric† .	40.2	..	..
7.04 Main lines—Total	{ Steam .	49.7	43.1	..
	{ Electric† .	50.2	..	..
7.05 Percentage loaded of total	{ Steam .	68.7	73.2	..
	{ Electric† .	79.9	..	..

* Excluding departmental.

† Excluding van goods and shunting (pick up) trains.

§ Figures not available.

‡ Excluding Electric Multiple Unit Suburban trains.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
<i>*Average train load—concd.</i>			
<i>Goods—contd.</i>			
7.06 Branch lines—Loaded wagons	22.9	21.2	—
7.07 Branch lines—Total	35.8	30.0	—
7.08 Percentage loaded of total	64.0	70.7	—
<i>Main and Branch Lines—</i>			
<i>Goods and proportion of mixed—</i>			
7.09 Net or freight weight	Steam . Electric†.	160.4 ..	48.1 ..
7.10 Gross weight (including weight of engine)	Steam . Electric†.	393.9 ..	170.0 ..
7.11 Gross weight (excluding weight of engine)	Steam . Electric†.	331.5 ..	119.0 ..
<i>*8. Light Running—</i>			
<i>Light engine miles per 100 train miles—</i>			
8.01 Passenger and proportion of mixed	1.85	0.85	—
8.02 Goods and proportion of mixed	7.02	2.54	—
<i>Light and assisting not required miles per 100 train miles—</i>			
8.03 Passenger and proportion of mixed	2.29	1.25	..
8.04 Goods and proportion of mixed	7.77	4.21	..
<i>*9. Shunting—</i>			
<i>Shunting miles per 100 train miles—</i>			
9.01 Passenger and proportion of mixed	5.31	5.10	—
9.02 Goods and proportion of mixed	37.5	33.2	—
9.03 Wagon miles per shunting engine hour	594.6	499.1	—
<i>10 Efficiency.—</i>			
10.01 Wagon miles per engine hour	197.2	157.6	—
10.02 Net ton miles per engine hour	1,677.6	763.4	—
10.03 Gross ton miles per engine hour	4,122.1	1,979.1	—
<i>11. Engines and Engine Usage—</i>			
11.01 Average authorised stock	Steam . Electric†.	2,745 ..	301 ..
11.02 Average total number on line	Steam . Electric†.	2,768 ..	277 ..
11.03 Average number available for use	Steam . Electric†.	2,326 ..	224 ..
11.04 Actual number in good repair stored in any one month.	Maximum No. . Minimum No. .	57 5	3 1
(a) 11.05 Engine miles per day per engine on line	Steam . Electric†.	61 ..	53 ..
11.06 Net ton miles per goods locomotive day on line	Steam . Electric†.	6,199 ..	1,621 ..
11.07 Net ton miles per goods locomotive day in use	Steam . Electric†.	8,550 ..	2,670 ..

* Excluding departmental. (a) Including departmental.

† Excluding Electric Multiple Unit Suburban trains.

(b) Including weight of engine.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' 0" Gauges.
<i>(a) 12. Density.—</i>			
12-01 Passenger miles per running track mile per annum	540,130	394,211	101,891
12-02 Passenger miles per route mile per annum	644,797	403,421	101,891
12-03 Net ton miles per running track mile per annum	667,944	231,216	40,398
12-04 Net ton miles per route mile per annum	793,712	235,582	40,398
(b)			
12-05 Gross ton miles per running track mile per annum	2,663,699	1,064,818	306,143
(b)			
12-06 Gross ton miles per route mile per annum	3,165,251	1,084,616	306,143
12-07 Train miles per running track mile per day	12-5	10-0	5-58
<i>13. Repair of Rolling stock—</i>			
<i>(a) Engines—</i>			
Average number under or awaiting repairs (daily)			
In Mechanical workshops—			
13-01 Number	352	165	18
	{ Steam		
	{ Electric†	2	..
13-02 Percentage of item 13-01 to average number on line.	6-00	5-97	6-50
	{ Steam		
	{ Electric†	3-51	..
In sheds and transportation workshops—			
13-03 Number	760	267	33
	{ Steam		
	{ Electric†	4	..
13-04 Percentage of item 13-03 to average total No. on line	13-0	9-65	11-9
	{ Steam		
	{ Electric†	7-02	..
<i>*Coaching Stock—</i>			
Average number under or awaiting repairs (daily)—			
In Mechanical Workshops—			
13-05 Passenger carriages	807	583	28
13-06 Other coaching vehicles	248	78	7
13-07 Percentage of item 13-05 to average total No. on line	8-14	7-35	3-15
13-08 Percentage of item 13-06 to average total No. on line	7-59	6-30	8-43
In sick lines and transportation Workshops—			
13-09 Passenger carriages*	176	115	25
13-10 Other coaching vehicles	32	14	2
13-11 Percentage of item 13-09 to average total number on line	1-77	1-45	2-81
13-12 Percentage of item 13-10 to average total number on line	0-98	1-13	2-41
<i>*Goods Stock—</i>			
Average number of unserviceable wagons daily—			
In Mechanical Workshops—			
13-13 Number	2,207	1,209	36
13-14 Percentage of item 13-13 to average No. on line	1-56	1-78	0-59
In sick lines and transportation Workshops—			
13-15 Number	5,804	1,198	157
13-16 Percentage of item 13-15 to average number on line	4-10	1-77	2-57
<i>Hot boxes—</i>			
13-17 Coaching vehicles—Number. (Monthly)	83	93	2
13-18 Wagons—Number. (Monthly)	2,970	623	

(a) Including Departmental.

* Excluding Departmental.

† Excluding Electric Multiple Unit Suburban trains.

(b) Including weight of engine.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' 0" Gauges.
14. Coal consumption for locomotive services—			
Number of tons of fuel consumed—			
(a) 14-01 Foreign coal	..	..	..
(a) 14-02 Indian coal	4,878,506	1,418,751	136,674
(a) 14-03 Wood	5,615	22,244	214
(a) 14-04 Oil fuel	102,555	55	..
(a) 14-05 Total (in terms of coal)	5,067,216	1,427,749	136,760
Passenger and Mixed—			
*14-06 Total net tons of coal consumed	2,107,648	798,518	82,594
Goods—			
*14-07 Total net tons of coal consumed—Goods service	2,162,357	429,165	43,182
*14-08 Total net tons of Shunting (including siding)	588,242	124,221	5,503
14-09 Total net tons of Departmental	187,116	67,164	4,016
(c)			
14-10 Total tons of coal used on all locomotive Services	5,064,506	1,427,746	135,960
*14-11 Lbs. per engine mile (shunting including siding)	66-1	35-6	..
(b)			
Lbs. of coal consumed per 1,000 gross ton miles—			
*14-12 Passenger and proportion of mixed	172-2	197-4	403-5
*14-13 Goods and proportion of mixed	131-6	154-9	442-8
15. Oil consumption—			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15-01 Total pints (Passenger and Mixed)	6,431,170	2,473,631	} 367,128
15-02 Total pints (Goods trains)	4,272,571	1,131,213	
15-03 Pints per 100 engine miles (Passenger and Mixed)	8-66	6-08	} 6-80
15-04 Pints per 100 engine miles (Goods)	9-39	7-00	
Lubricating oil used on coaching, goods and departmental vehicles—			
15-05 Total pints	5,404,543	1,741,257	..
15-06 Pints per 1,000 vehicle miles	1-71	1-25	..

(a) Including Departmental. * Excluding Departmental. (b) Including weight of engines.
(c) Including fuel used on steam coaches, internal combustion coaches and other miscellaneous services.

SECTION B.

FINANCIAL AND STATISTICAL
STATEMENTS.

FINANCIAL STATEMENTS.

1. Statement of Net Revenue Receipts of State-owned Railways for the year 1930-31 and of the per Government after meeting all charges against the

Class and name of Railway.	Capital at charge on 31st March 1931.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. (Col. 3 × 100) Col. 2
1	2	3	4
Central.			
State Lines worked by the State.			
1. Aden	4,53	—25	—5.52
2. Eastern Bengal	50,82,12	1,20,27	2.37
3. East Indian (including South Bihar)	1,45,62,28	5,99,90	4.12
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	1,13,67,34	3,68,43	3.24
5. North Western (Military)	34,17,60	—70,19	—2.05
6. Great Indian Peninsula	1,17,25,56	2,87,58	2.45
7. Coal Department	99,92	..	..
8. Burma	35,31,29	1,15,21	3.26
9. TOTAL	4,97,90,64	14,20,95	2.85
State Lines worked by Companies or Indian States.			
10. Assam-Bengal	23,16,54	71,03	3.07
11. Bengal-Nagpur	75,75,59	1,80,24	2.37
12. Berwada Extension including D. K. extension (N. S.)	49,32	2,19	4.44
13. Bombay, Baroda and Central India	72,83,63	3,78,48	5.20
14. Jodhpur-Hyderabad (British Section) (Jodhpur)	83,76	5,22	6.23
15. Lucknow-Bareilly (R. & K.)	1,55,69	18,78	12.06
16. Madras and Southern Mahratta	53,81,45	3,48,43	6.08
17. South Indian	41,30,91	2,36,83	5.88
18. Coonoor-Ootacamund (S. I.)	51,92		
19. Travancore (British Section) (S. I.)	54,42		
20. Travancore (Indian State Section) (S. I.)	1,38,78	70,44	7.22
21. Tirhoot (B. & N. W.)	9,75,06		
22. Contribution to Depreciation Fund on account of Company-worked lines and miscellaneous	..	31,60	..
23. TOTAL	2,81,97,07	13,43,24	4.76
Miscellaneous items.			
24. Abandoned Projects, etc.	32,26	..	..
25. Other miscellaneous items	2,97,78	..	..
26. Deduct—Interest during construction	..	..	..
27. TOTAL	3,30,04	..	..
28. Total Central	7,83,17,75	27,64,19	3.53
Provincial.			
29. Assam (Jorhat)	13,22	..	..
30. United Provinces (Distillery siding)	1,39	..	..
31. Total Provincial	14,61	..	..
32. Grand Total	7,83,32,36	27,64,19	3.53

Note.—For State lines worked by companies the net revenue receipts and consequently the net gain or loss to Government as shown of wasting assets. The financial results on the basis of the amounts credited to the depreciation fund by debit to Revenue

centage of those figures on the Capital at Charge, on 31st March 1931 also of the net gain or loss to net Revenue Receipts. (In thousands of rupees).

CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVERNMENT, DIFFERENCE BETWEEN COLUMNS (3) AND (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9 × 100	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
5	6	7	8	9	10	11
Central.						
State Lines worked by the State.						
..	11	11	..	36	—7.95	1. Aden.
..	1,99,86	1,99,86	..	79,59	—1.56	2. Eastern Bengal.
..	6,17,61	6,17,61	..	17,71	—1.12	3. East Indian (including South Bihar).
..	4,85,22	4,85,22	..	1,16,79	—1.02	4. North Western (Commercial). including Delhi (New Capital) Rlys. Works Scheme.
..	1,46,91	1,46,91	..	2,17,10	—6.35	5. North Western (Military).
..	4,59,81	4,59,81	..	1,72,23	—1.47	6. Great Indian Peninsula.
..	5,37	5,37	..	5,37	—5.37	7. Coal Department.
..	1,58,96	1,58,96	..	43,75	—1.23	8. Burma.
..	20,73,85	20,73,85	..	6,52,90	—1.31	9. Total.
State Lines worked by Companies or Indian States.						
98	92,93	93,91	..	22,88	—0.99	10. Assam-Bengal.
..	3,48,78	3,48,78	..	1,68,54	—2.22	11. Bengal Nagpur.
..	2,11	2,11	..	..	0.16	12. Bezwada Extension including D. K. extension (N. S.)
15,00	2,84,30	2,99,30	79,18	..	1.09	13. Bombay, Baroda and Central India.
..	3,71	3,71	1,51	..	1.89	14. Jodhpur-Hyderabad (British Section) (Jodhpur.)
1,32	9,39	10,71	8,07	..	5.18	15. Lucknow-Bareilly (R. & K.)
79,57	2,41,44	3,21,01	27,42	..	0.51	16. Madras and Southern Mahratta.
14,72	1,73,52	1,88,24	44,86	..	1.02	17. South Indian.
..	1,90	1,90				18. Coonoor-Ootacamund (S. I.)
..	67	67				19. Travancore (British Section) (S. I.)
..	1,16	1,16	30,34	..	3.11	20. Travancore (Indian State Section) (S. I.)
4,71	35,39	40,10	31,60	..	..	21. Tirhoot (B. & N. W.)
..	..	..	..	..	..	22. Contribution to Depreciation Fund on account of Company-worked lines and miscellaneous.
1,16,30	11,95,30	13,11,60	31,64	..	—1.11	23. Total.
Miscellaneous Items.						
..	1,07	1,07	..	1,07	—3.31	24. Abandoned Projects, etc.
..	17,74	17,74	..	17,74	—5.95	25. Other miscellaneous items.
..	16,41	16,41	16,41	..	..	26. Deduct—Interest during construction.
..	2,40	2,40	..	2,40	—0.72	27. Total.
1,18,30	32,71,55	33,87,85	..	*6,23,66	—0.79	28. Total Central.
Provincial.						
..	50	50	..	50	—3.78	29. Assam (Jorhat).
..	8	8	..	8	—5.75	30. United Provinces (Distillery siding).
..	58	58	..	58	—3.97	31. Total.
1,16,30	32,72,13	33,88,43	..	6,24,24	—0.79	32. Grand Total.

against each individual railway are determined after taking into account the amount actually spent on replacements and renewal shown in the statement of financial results of the working of railways owned by the state appearing in Chapter II of Vol. I. of this Report.

*The total loss (Central) for the year is:—

Loss as per column 9 above	Rs.	6,23,66
Deduct.—Miscellaneous Railway Receipts	..	1,53,10
Government share of surplus profits from subsidized Companies	..	20,36
Add.—Miscellaneous Railway expenditure	..	68,58
Net Loss	..	5,18,78

2 (a).—Statement of Capital at Charge of State-owned

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS. (STERLING CONVERTED INTO RUPEES @ 1s. 6d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
<i>Central.</i>							
I.—STATE LINES WORKED BY THE STATE.							
<i>(i) OPEN LINES.</i>							
Aden	..	..	..	..	..	—4	—4
Eastern Bengal	..	5,28,81	62,39	36,37	60	—27,48	71,88
East Indian (including South Bihar)	—1,22	49,59,77	1,16,41	40,35	2,24	—45,43	1,13,57
Great Indian Peninsula (including Bhopal State).	..	49,09,94	98,53	63,71	3,86	—12,32	1,53,78
North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	..	12,59,60	83,27	44,60	1,31	—74,14	55,04
North Western (Military)	..	..	8,56	9,21	2	..	17,79
Coal Department	..	..	68	..	..	21	89
Burma	..	..	27,17	14,97	—21	78	42,71
Total I (i)	—1,22	1,16,58,12	3,97,01	2,09,21	7,82	—1,58,42	4,55,62
<i>(ii) NEW CONSTRUCTIONS.</i>							
Eastern Bengal	..	..	18,56	..	3,46	3,51	25,53
East Indian	..	..	1,11,06	..	9,08	—7,61	1,12,53
Great Indian Peninsula	..	..	10,38	2,39	1,51	—1	14,27
North-Western (Commercial)	..	..	65,19	2	7,00	—29,47	62,74
North-Western (Military)	..	..	1,40	..	2	*1,25	2,67
Burma	..	..	12,94	..	37	—27	13,04
Total I (ii)	..	..	2,39,53	2,41	21,44	—32,60	2,30,78
II.—STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.							
<i>(i) OPEN LINES.</i>							
† { Assam-Bengal—I	..	..	1,06	..	..	..	1,06
† { Assam-Bengal—II	..	..	13,64	21,52	..	—2,27	32,89
Bengal-Nagpur	..	..	58,32	30,91	—5,54	—38,64	45,05
Bezwada Extension (N. S.)	..	..	3	..	..	..	3
Bombay, Baroda and Central India	..	19,40,92	76,44	30,80	3,70	8,84	1,19,78
Total Companies' Lines (Open lines)	..	19,40,92	1,49,49	83,23	—1,84	—32,07	1,98,81
Carried over	..	19,40,92	1,49,49	83,23	—1,84	—32,07	1,98,81

* Includes (1) Campbellpur Reserve 88 and (2) Frontier Railway Reserve 1,93.

† For purposes of accounting, the capital is shown in two parts, in terms of the contract, with the Secretary of State dated the 26th April 1892.

Railways on the 31st March 1931. (In thousands of rupees.)

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways,
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
<i>Central.</i>						
I.—STATE LINES WORKED BY THE STATE.						
(i) OPEN LINES.						
..	..	..	4,53	4,53	4,53	Aden.
29,55,89	12,20,63	1,41,81	76,54	43,94,87	40,23,68	Eastern Bengal.
(a) 48,22,27	35,28,07	1,31,59	3,21,33	88,03,26	1,37,63,03	East Indian (including South Bihar).
(b) 47,02,61	16,35,72	1,61,28	2,51,56	67,51,17	1,16,61,11	Great Indian Peninsula (including Bhopal State).
63,83,91	24,66,67	2,28,95	3,06,61	93,86,14	1,06,45,74	North Western (Commercial) in- cluding Delhi (New Capital) Rail- way Works Scheme.
23,17,02	5,05,21	1,18,74	..	29,40,97	29,40,97	North Western (Military).
98,41	..	..	1,51	99,92	99,92	Coal Department.
22,19,93	6,86,47	1,94,75	52,84	31,47,99	31,47,99	Burma.
2,35,00,04	1,00,38,77	9,77,12	10,14,92	3,55,28,85	4,71,86,97	Total I (i).
(ii) NEW CONSTRUCTIONS.						
1,37,30	..	13,50	7,64	1,58,44	1,58,44	Eastern Bengal.
7,11,58	..	83,52	4,15	7,99,25	7,99,25	East Indian.
54,29	2,39	7,77	..	64,45	64,45	Great Indian Peninsula.
6,43,66	16,62	57,67	3,65	7,21,60	7,21,60	North-Western (Commercial).
3,46,82	..	36,03	(c) 3,78	4,76,63	4,76,63	North-Western (Military).
3,47,64	..	35,65	1	3,83,39	3,83,39	Burma.
22,41,29	19,01	2,34,14	1,09,23	(d) 26,03,67	26,03,67	Total I (ii).
II.—STATE LINES WORKED BY COM- PANIES OR BY INDIAN STATES.						
(i) OPEN LINES.						
59,45	..	..	..	59,45	59,45	Assam Bengal—I. }
13,93,64	4,55,24	1,45,49	28,00	20,22,37	20,22,37	Assam Bengal—II. }
42,17,37	25,53,35	2,60,67	1,26,25	71,62,64	71,62,64	Bengal Nagpur.
16,50	..	1,17	..	17,67	17,67	Bezwada Extension (N. S.).
36,27,46	13,76,63	1,76,97	1,61,65	53,42,71	72,83,63	Bombay, Baroda and Central India.
93,14,42	43,96,22	5,84,30	3,15,99	1,46,04,84	1,65,45,76	Total Companies' Lines (Open lines Carried over.

(a) Excludes 9,37 representing outlay on Agra City Station transferred to G. I. P. Railway without Financial adjustment.

(b) Includes 9,37 representing outlay on Agra City Station transferred from E. I. Railway without Financial adjustment.

(c) Includes (1) Campbellpur Reserve 9,73 and (2) Frontier Railway Reserve 84,03.

(d) 1,36,30 transferred from constructions to open line without financial adjustment.

2 (a).—Statement of Capital at Charge of State-owned Railways

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS (STERLING CONVERTED INTO RUPEES @ 1s. 6d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (open lines)—Brought forward	..	19,40,92	1,49,49	83,23	—1,84	—32,07	1,98,81
Jodhpur	..	..	48	—34	..	—10	4
Lucknow-Bareilly (R. & K.)	..	..	94	85	..	—99	80
Madras and Southern Mahratta	..	17,47,75	59,29	31,64	3,23	—12,86	81,30
Dhone-Kurnool	..	..	70	..	..	5,59	6,29
South Indian	..	7,63,49	70,85	47,06	6,12	—2,56	1,21,47
Coonoor-Ootacamund (S. I.)	..	..	14	1,10	..	..	1,24
Travancore (British Section) (S. I.)	..	..	67	3	2	..	72
Travancore (Indian State Section) (S. I.)	..	..	—2	7	..	..	5
Tirhoot (B. & N. W.)	..	..	5,60	8,51	..	8,04	22,15
TOTAL II (i)	..	44,52,16	2,88,14	1,72,15	7,53	—34,95	4,32,87
II (ii)—New Constructions.							
{ Assam Bengal I*	..	..	4,88	..	..	..	4,88
{ Assam Bengal II*	..	..	19,99	..	2,07	—1,73	20,33
Bengal Nagpur	..	..	1,10,25	..	6,60	—2,82	1,14,03
Dhone-Kurnool Extension	..	..	—47	..	..	—4	—51
Madras and Southern Mahratta	..	..	1,61	..	21	—1,01	81
South Indian	..	..	58,49	..	6,08	—14,97	49,60
Tirhoot (Meshrak Thawe Extension)	..	..	6,23	96	77	—14	7,82
Total II (ii)	..	..	2,00,98	96	15,73	—20,71	1,96,96
III.—Miscellaneous Items.							
Abandoned Projects, etc.	..	..	..	..	..	..	..
Controller of Railway Accounts—Account Current.	..	..	..	..	(a) 4,64	..	4,64
Total III	..	..	..	..	4,64	..	4,64
Total Central I(i)—III	—1,22	1,61,10,28	11,25,66	3,84,73	57,16	—2,46,68	13,20,87
IV.—Provincial.							
Assam (Jorhat)	..	..	..	..	..	..	..
United Provinces (Distillery Siding)	..	..	..	..	..	..	..
Total IV.—Provincial	..	..	..	..	..	..	..
GRAND TOTAL I(i)—IV	—1,22	1,61,10,28	11,25,66	3,84,73	57,16	—2,46,68	13,20,87

(a) Includes 1,00 on account of purchase of branch line shares.

* For purposes of accounting the capital, is shown in two parts, in terms of the contract, with the Secretary of State dated the 26th April 1892.

on the 31st March 1931. (In thousands of rupees)—concl'd.

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
93,14,42	43,90,22	5,84,30	3,15,90	1,46,04,84	1,65,45,76	Total Companies' Lines (open lines) Brought forward.
30,61	..	3,08	7	83,76	83,76	Jodhpur.
1,06,26	36,64	5,26	7,53	1,55,69	1,55,69	Lucknow-Bareilly (R. & K.).
22,92,00	9,28,03	1,21,05	81,54	34,22,62	51,70,37	Madras and Southern Mahratta.
10,12	23	83	5,59	16,77	16,77	Dhone-Kurnool.
16,94,90	7,50,47	81,69	78,77	26,05,83	33,69,32	South Indian.
30,23	18,63	3,06	..	51,92	51,92	Coonoor-Ootacamund (S. I.).
43,46	6,08	4,88	..	54,42	54,42	Travancore (British Section) (S. I.).
1,01,54	25,27	11,97	..	1,38,78	1,38,78	Travancore (Indian State Section) (S. I.).
6,36,76	2,29,79	50,70	38,52	9,55,77	9,55,77	Tirhoot (B. & N. W.).
1,43,10,30	63,85,36	8,66,82	5,27,92	2,20,90,40	2,65,42,56	Total I (i).
						II (ii)—New Constructions.
35,42	..	..	..	35,42	35,42	Assam Bengal I. }
1,80,49	..	16,90	1,91	1,99,30	1,99,30	Assam Bengal II. }
3,50,85	..	61,77	33	4,12,95	4,12,95	Bengal Nagpur.
13,65	..	1,09	14	14,88	14,88	Dhone-Kurnool Extension.
1,93,33	..	16,60	1,15	2,11,08	2,11,08	Madras and Southern Mahratta.
6,42,86	..	1,00,69	18,04	7,61,59	7,61,59	South Indian.
16,17	96	1,95	21	19,29	19,29	Tirhoot (Meshrak Thawe Extension).
14,32,77	96	1,99,00	21,78	(b) 16,54,51	16,54,51	Total II (ii).
						III.—Miscellaneous Items.
32,26	..	..	..	32,26	(c) 32,26	Abandoned Projects, etc.
2,35,52	..	(d) 62,75	—49	2,97,78	2,97,78	Controller of Railway Accounts— Account Current.
2,67,78	..	62,75	—49	3,30,04	3,30,04	Total III.
4,17,52,18	1,64,42,10	23,39,83	16,73,36	6,22,07,47	7,83,17,75	Total Central I (i)—III.
						IV.—Provincial.
7,43	4,70	41	68	13,22	13,22	Assam (Jorhat).
1,39	..	..	..	1,39	1,39	United Provinces (Distillery Siding).
8,82	4,70	41	68	14,61	14,61	Total IV.—Provincial.
4,17,61,00	1,64,46,80	23,40,24	16,74,04	6,22,22,08	7,83,32,36	GRAND TOTAL I (i)—IV.

(b) 16,93 trans.ferred from constructions to open line without financial adjustment.

(c) Distribution over minor heads is not available.

(d) Includes 54,77 on account of investment in share of Branch Line Companies.

2 (b).—Statement of Capital Outlay to the end of the

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.
1	2	3	4	5	6	7
1. BRANCH LINE COMPANIES'						
OPEN LINES.						
(A) Worked by the Branch						
Ahmadpur-Katwa	2' 6"	1	26	Nil	Nil	25
Bankura-Damodar River	"	15	1,00	Nil	—80	35
Burdwan-Katwa	"	Nil	27	Nil	—12	15
Futwah-Islampur	"	2	Nil	Nil	—7	—5
Kalighat-Falta	"	2	99	Nil	—28	73
TOTAL 1.(A)	"	18	2,52	Nil	—1,27	1,43
OPEN LINES.						
(B) Worked by the						
Hardwar-Dehra (E. L.)	5' 6"	36	Nil	Nil	Nil	36
Chaparmukh-Silghat (A. B.)	3' 3½"	79	Nil	Nil	Nil	79
Katakhal Lalabazar (A. B.)	"	4	Nil	Nil	Nil	4
Dasghara-Jamalpurganj (Bengal Provincial)	2' 6"	Nil	Nil	Nil	Nil	Nil
TOTAL 1.(B)	"	1,19	Nil	Nil	Nil	1,19
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE						
OPEN LINES.						
Amritsar-Patti (N. W.)	5' 6"	7	Nil	Nil	Nil	7
Hoshiarpur Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	"	—2	Nil	Nil	Nil	—2
Phagwara-Rahon (N. W.)	"	21	Nil	Nil	Nil	21
Mandra-Bhaun (N. W.)	"	24	Nil	Nil	Nil	24
Sara-Sirajganj (E. B.)	"	80	Nil	1	Nil	81
Sialkot-Narowal (N. W.)	"	—12	Nil	Nil	Nil	—12
Tapti Valley (B. B. & C. I.)	"	21	Nil	1	Nil	22
Ahmedabad-Parantij (B. B. & C. I.)	3' 3½"	1	Nil	20	Nil	21
Champaner-Shivrajpur-Pani Light (B. B. & C. I.)	2' 6"	1	Nil	2	Nil	3
Dhond-Baramati (G. I. P.)	"	15	Nil	Nil	Nil	15
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.)	"	26	2	Nil	Nil	28
Gedhra-Lunavada (B. B. & C. I.)	"	3	Nil	2	Nil	5
Jacobabad-Kashmor (N. W.)	"	Nil	Nil	Nil	Nil	Nil
Khulna Bagerhat (E. B.)	"	5	4	Nil	Nil	9
Larkana-Jacobabad (N. W.)	"	—4	Nil	Nil	Nil	—4
Mayurbhanj (B. N.)	"	Nil	Nil	Nil	Nil	Nil
Nadiad Kapadvanj (B. B. & C. I.)	"	Nil	Nil	2	Nil	2
Pachora-Jamner (G. I. P.)	"	1	3	Nil	Nil	4
Darjeeling-Himalayan Extensions	2' 0"	Nil	Nil	Nil	Nil	Nil
TOTAL (2)	"	1,87	9	28	Nil	2,24

year 1930-31 of other than State-owned Railways. (In thousands of rupees.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY. 13
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					OPEN LINES.
Line Company.					
16.49	2.41	1.85	2	20.77	Ahmadpur-Katwa.
30.25	5.59	3.66	69	40.19	Bankura-Damodar River.
14.53	3.61	1.62	53	20.34	Burdwan-Katwa.
12.65	2.70	4.06	10	19.51	Futwah-Islampur.
15.07	6.98	1.62	66	24.33	Kalighat-Falta.
89.04	21.29	12.81	2.00	1,25.14	TOTAL 1-(A).
					OPEN LINES.
Main Line.					
30.04	NH	4.41	NH	34.45	Hardwar-Dehra (E. I.).
32.12	NH	1.72	NH	33.84	Chaparmukh-Silghat (A. B.).
15.79	NH	1.39	NH	17.12*	Katakhal-Lalabazar (A. B.).
2.91	1.17	19	NH	3.37	Dasghara-Jamalpurganj (Bengal Provincial).
79.90	1.17	7.71	NH	88.78	TOTAL 1-(B).
TERMS WORKED BY THE MAIN LINE.					
34.18	NH	2.04	NH	36.22	OPEN LINES. Amritsar-Patti (N. W.).
					Hoshiarpur-Doab (N. W.)—
33.36	NH	2.77	NH	36.13	Jullundur-Mukerian (N. W.).
26.06	NH	2.40	NH	28.46	Phagwara-Rahon (N. W.).
21.87	NH	3.13	NH	25.00	Mandra-Bhaun (N. W.).
83.39	NH	5.82	NH	94.21	Sara-Sirajganj (E. B.).
27.11	NH	2.41	NH	29.52	Sialkot-Narowal (N. W.).
1,25.99	NH	10.68	NH	1,36.67	Tapti Valley (B., B. & C. I.).
34.03	3	3.98	NH	38.04	Ahmedabad-Parantij (B., B. & C. I.).
11.19	6.38	3.42	NH	20.99	Champaner-Shivrajpur-Pani Light (B., B. & C. I.).
8.37	2.33	1.85	NH	12.55	Dhond-Baramati (G. I. P.).
58.20	18.20	15.10	NH	91.50	Ellichpur-Yestmal (including Pulgaon-Arvi railway) (G. I. P.).
8.94	1.80	3.42	NH	14.16	Godhra-Lunavada (B., B. & C. I.).
17.41	5.29	1.67	NH	24.37	Jacobabad-Kashanor (N. W.).
6.67	1.28	79	NH	8.74	Khulna-Bagerhat (E. B.).
20.12	6.73	3.56	NH	30.41	Larkana-Jacobabad (N. W.).
24.12	58	NH	NH	24.70	Mayurbhanj (B. N.).
8.84	4.73	2.72	NH	16.29	Nadiad Kapadvanj (B., B. & C. I.).
12.04	2.02	3.77	NH	17.83	Pachora-Jamner (G. I. P.).
41.55	6.70	9.54	NH	57.79	Darjeeling-Himalayan Extensions.
6,08.44	56.07	79.07	NH	7,43.58	TOTAL (2).

H50CRAccnts

* Includes Rs. 1,13,000 direct outlay by the Managing Agents.

2 (b).—Statement of Capital Outlay to the end of the

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.

OPEN LINES.

3. BRANCH LINE COMPANIES' RAILWAYS UNDER

Jamnagar and Dwaraka	3' 3½"	24	1	Nil	Nil	25
Mymensingh-Bhairab Bazar (A. B.)	"	1,81	Nil	Nil	Nil	1,81
TOTAL (3)	..	2,05	1	Nil	Nil	2,06

4. COMPANIES' LINES SUBSIDIZED BY THE

OPEN LINES.

Bengal and North-Western	13' 3½"	6,54	3,68	—1	23	10,44
Bengal Doon Extentions*	"	50	40	Nil	26	1,16
Mirpur Khas-Khadro* (Jodhpur)	"	1	Nil	Nil	Nil	1
Rohilkund and Kumaon	"	1,02	66	2	Nil	1,70
Barsi Light*	2' 6"	6,92	2,71	Nil	8	9,71
Dehri-Rohas Light	"	Nil	Nil	Nil	Nil	Nil
Shahdara (Delhi)-Saharanpur Light*	"	3	Nil	Nil	16	19
Matheran Light*	2' 6"	Nil	Nil	Nil	Nil	Nil
TOTAL (4)	..	15,02	7,45	1	73	23,21

5. COMPANIES' LINES SUBSIDIZED

OPEN LINES.

Dibru-Sadiya	3' 3½"	1,09	2,95	Nil	Nil	4,04
Darjeeling-Himalayan	2' 0"	12	1	Nil	—21	—8
TOTAL (5)	..	1,21	2,96	Nil	—21	3,96

OPEN LINES.

6. UNASSISTED

Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3' 3½"	Nil	Nil	Nil	Nil	Nil
Bengal Provincial	2' 6"	Nil	Nil	Nil	9	9
Jessore Jhenidah	"	Information not available			..	..
Jagadhri Light	2' 0"	Nil	Nil	Nil	Nil	Nil
Kulasekarapatnam Light.	"	—1,21	—1,03	—64	Nil	—2,88
Trivellore Light	"	Nil	Nil	Nil	Nil	Nil
TOTAL (6)	..	—1,21	—1,03	—64	9	—2,79

* Receives land only from Government.

year 1930-31 of other than State-owned Railways. (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
					OPEN LINES.

GUARANTEE AND REBATE TERMS.

60.60	3.04	2.56	2.00	68.20	Jamnagar and Dwarka.
1,15.54	Nil	7.00	Nil	1,22.54	Mymensingh-Bhairab Bazar (A. B.).
1,76.14	3.04	9.56	2.00	1,90.74	Total (3)

GOVERNMENT OF INDIA.

					OPEN LINES.
18,10.24	2,58.39	82.31	6.37	11,57.31	Bengal and North-Western.†
92.41	16.01	7.81	6.31	1,22.54	Bengal Doonars Extensions*.
7.99	Nil	58	Nil	8.57	Mirpur Khas-Khadro* (Jodhpur).
1,31.97	52.29	11.99	Nil	1,96.25	Rohilkund and Kumaon.
1,25.31	49.21	7.80	3.00	1,85.32	Barsi Light*.
7.59	3.85	41	79	12.64	Dehri-Rohas Light.
30.42	13.76	4.86	1.18	50.22	Shahdara (Delhi)-Saharanpur Light*.
Nil	17	Nil	Nil	12.12†	Matheran Light*.
12,05.93	3,93.68	1,15.76	17.65	17,44.97	Total (4)
					OPEN LINES.

BY LOCAL GOVERNMENTS.

72.49	60.15	16.18	1.50	1,52.32	Dibru-Sadiya.
32.49	12.50	2.78	3.55	51.32	Darjeeling-Himalayan.
1,04.98	72.65	20.96	5.05	2,03.64	Total (5)

COMPANIES' LINES.

					OPEN LINES.
16.94		Details not available		16.94	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8.77	2.76	1	38	11.92	Bengal Provincial.
Information not available			..	..	Jessore Jhenidah.
62	44	12	Nil	1.18	Jagadhri Light.
3.43	1.99	3	Nil	5.45	Kulasekarapatnam Light.
39	68	9	Nil	1.16	Trivellore Light.
30.15	5.87	25	38	36.65	Total (6)

† Includes 11.95 being the capital outlay to the end of 1927-28, the details of which are not available.

‡ Includes 4 on account of survey.

2 (b).—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.
7. DISTRICT						
OPEN LINES.						
Tenali-Repalle (M. & S. M.)	5' 6"	13	Nil	Nil	Nil	13
Bezawada-Masulipatam (M. & S. M.)	3' 3½"	33	Nil	Nil	Nil	33
Podanur-Pollachi (S. I.)	"	13	—1	Nil	Nil	12
Tinnevely-Tiruchendur (S. I.)	"	22	Nil	Nil	Nil	22
TOTAL (7)		81	—1	Nil	Nil	80

8. COMPANIES' LINES SUBSIDIZED BY						
OPEN LINES.						
Bengal Dooars	3' 3½"	61	1	Nil	Nil	62
Arrah-Sasaram Light	2' 6"	Nil	8	Nil	—16	—8
Baraset-Basirhat Light	"	2	Nil	Nil	—42	—40
Bukhtiarpur-Bihar Light	"	Nil	8	Nil	—2	6
Tezpur-Balipara Light	"	Nil	Nil	Nil	Nil	Nil
Howrah-Amta Light	2' 0"	13	9	Nil	12	34
Howrah Sheakhala Light	"	Nil	Nil	Nil	3	3
TOTAL (8)		76	26	Nil	—45	57

1930-31 of other than State-owned Railways (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	13

BOARD LINES.

OPEN LINES.

14,75	Nil	1,14	Nil	15,89	Tenali-Repalle (M. & S. M.).
22,37	Nil	1,59	Nil	23,96	Bezawada-Masulipatam (M. & S. M.).
9,40	7,03	1,28	Nil	17,71	Podanur-Pollachi (S. L.).
24,51	Nil	2,23	Nil	26,74	Tinnevely-Tiruchendur (S. L.).
71,03	7,03	6,24	Nil	84,30	TOTAL (7)

DISTRICT BOARDS.

OPEN LINES.

30,60	7,29	3,53	Nil	41,42	Bengal Dockers.
18,66	6,24	11	16	25,17	Arrah-Sasaram Light.
12,09	6,30	Nil	24	25,63	Baraset-Basirhat Light.
10,54	4,25	Nil	32	15,11	Bukhtiarpur-Bihar Light.
3,20	1,60	7	Nil	4,87	Tezpur-Balipara Light.
18,02	11,95	Nil	2,71	32,68	Howrah-Amta Light.
4,96	2,66	Nil	76	6,38	Howrah-Shenkhala Light.
1,05,07	40,29	3,71	4,19	1,53,26	TOTAL (8)

2 (b) —Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	* Rolling stocks.	General charges (including ferries.)	Stores, etc., not finally charged off in the accounts.	Total
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.
(a) OPEN LINES.		9. INDIAN STATE LINES WORKED				
Nizam's State †	5' 6"	†—1,70,79	14,01	†10,22	6	—1,46,50
Bhavnagar State	3' 3½"	68	5,37	4	93	7,02
Bikaner State	"	5,22	1,17	12	8	6,59
Gondal	"	6,52	1,57	Nil	98	9,07
Jetalsar-Rajkot (Gondal)	"	1,18	Nil	Nil	43	1,61
Jodhpur	"	2,55	81	1	1,82	5,19
Junagad State	"	51	42	Nil	41	1,34
Khijadiya-Dhazi (Gondal)	"	1	Nil	Nil	—2	—1
Morvi	"	34	1,12	Nil	67	2,13
Mysore (including Birur-Shimoga, Chickajalur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud Chamaraajanagar and Shimoga-Ragihosahalli Sections).	"	4,05	4,75	5	—3,20	5,65
Porbandar State	"	18	6	Nil	—10	14
Udaipur-Chitorgarh	"	30	18	Nil	39	87
Bodeli-Chhota Udaipur (Gaekwar's Baroda State)	2' 6"	11	Nil	1	Nil	12
Cutch State	"	77	87	8	Nil	1,72
Dholpur State*	"	15	1	Nil	Nil	16
Gaekwar's Baroda State	"	2,21	56	5	—1,30	1,52
Kolar District	"	1	26	Nil	Nil	27
Gwalior Light	2' 0"	10	Nil	Nil	Nil	10
Tarikere-Narasimharajapura Light (Mysore)	"	13	Nil	Nil	Nil	13
TOTAL (a)	..	—1,45,77	31,16	10,58	1,15	—1,02,88
(b) LINES UNDER CONSTRUCTION.						
Vikarabad Bidar Extension (Nizam's State)	5' 6"	1,38	Nil	47	18	2,03
Tahsil Bhadra to Sadulpur (Bikaner State)	3' 3½"	9,15	Nil	27	—2,38	7,04
Ragihosahalli to Arasalu (Mysore)	"	2,64	Nil	34	—66	2,32
Jalore-Bhinmal, Phalodi-Pokran (Jodhpur)	"	10,89	Nil	35	Nil	11,24
Prachi Road to Jamwala (Junagad State)	"	Nil	Nil	4	Nil	4
Dholpur to Rajakhara (Dholpur State)	2' 6"	Nil	Nil	Nil	Nil	Nil
Mahuva Anaval (Gaekwar's Baroda State)	"	Nil	Nil	Nil	Nil	Nil
Navsari to Kamrej (Gaekwar's Baroda State)	"	Nil	Nil	Nil	Nil	Nil
Total (b)	..	24,06	Nil	1,47	—2,86	22,67
TOTAL (9) [=a+b]	..	—1,21,71	31,16	12,05	—1,71	—80,21

* The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari—Farauli Section.

† Includes figures for Metre Gauge.

‡ Includes a debit of Rs. 10,06,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

1930-31 of other than State-owned Railways (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	13
BY INDIAN STATES.					
9,35,88	2,60,75	77,95	33,57	\$13,07,95	(a) OPEN LINES. Nizam's State.
1,54,27	48,44	7,51	3,74	2,13,93	Bhavnagar State.
2,43,23	88,62	4,90	6,01	3,42,76	Bikaner State.
58,07	31,04	2,48	5,96	97,55	Gondal.
23,48	Nil	90	32	24,65	Jetalsar-Rajkot (Gondal).
2,16,75	1,62,38	1,32	13,17	3,91,12	Jodhpur.
77,89	25,18	2,91	8,39	1,14,37	Junagad State.
18,54	Nil	1,65	1	20,20	Khijadiya-Dhari (Gondal).
46,61	29,77	1,76	2,34	80,48	Morvi.
2,06,38	73,80	18,64	7,84	3,06,66	Mysore (including Birur-Shimoga, Chickajalur-Chitaldrug, Mysore Bangalore, Mysore-Arsikere Nanjangud-Chamarajanager and Shimoga-Ragihosahalli (Sections). Porbandar State.
14,49	11,26	83	1,60	28,18	Udaipur-Chitorgarh.
18,31	8,62	1,11	79	61,01§	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
9,35	Nil	1,18	Nil	10,53	Cutch State.
13,59	2,66	1,93	Nil	13,18	Dholpur State.*
11,11	4,35	51	Nil	16,27	Gaekwar's Baroda State.
2,20,06	51,68	20,11	7,93	2,99,78	Kolar District.
14,40	10,44	1,50	17	26,51	Gwalior Light.
83,38	10,33	4,55	Nil	98,26	Tarikere-Narasimharajapura Light (Mysore).
9,00	2,71	75	—2	12,44	Total (a)
23,74,84	8,22,03	1,52,99	91,32	34,73,86	(b) LINES UNDER CONSTRUCTION.
1,38	Nil	47	18	2,03	Vikarebad Badar Extension (Nizam's State.)
11,95	Nil	27	4	12,26	Tahsil Bhadra to Sadulpur (Bikaner State).
5,24	Nil	82	Nil	6,06	Ragihosahalli to Arasalu (Mysore).
48,45	Nil	1,47	Nil	49,92	Jalore-Bhimmal, Phalodi-Pokran (Jodhpur).
3,13	Nil	49	Nil	3,62	Frachi Road to Jamwala (Junagad State).
96	Nil	7	Nil	1,03	Dholpur to Rajakhara (Dholpur State).
8	Nil	Nil	Nil	8	Mahuva Anaval (Gaekwar's Baroda State).
3	Nil	Nil	Nil	3	Navsari to Kamrej (Gaekwar's Baroda State).
71,22	Nil	3,59	22	75,03	Total (b)
24,46,06	8,22,03	1,56,58	92,04	35,48,89	Total (9) = (a) + (b)

§ Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

¶ Includes 32,18 being the capital outlay on Mauli-Kankroli and Kankroli-Kambli railways construction.

2 (b).—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.
1	2	3	4	5	6	7
(a) OPEN LINES.		10. INDIAN STATE LINES				
Bhopal Itarsi* (G. I. P.)	5' 6"	Nil	Nil	Nil	Nil	Nil
Bhopal Ujjain (G. I. P.)	"	47	Nil	Nil	Nil	47
Bina-Goonna-Baran (G. I. P.)	"	—1	Nil	Nil	Nil	—1
Jammu and Kashmir (Indian State section) (N. W.)	"	12	Nil	Nil	Nil	12
Jind-Panipat (Indian State section) (N. W.) .	"	3	Nil	Nil	Nil	3
Khanpur-Chachran (N. W.)	"	4	Nil	Nil	Nil	4
Bahawalnagar Cholistan (N. W.)	"	1,18	Nil	5	—51	72
Ludhiana-Dhuri-Jakhal† (N. W.)	"	60	Nil	Nil	Nil	60
Nagda-Ujjain (B., B. & C. I.)	"	6	Nil	1	Nil	7
Petlad-Cambay (Anand-Tarapur section) (B., B. & C. I.)	"	24	Nil	3	Nil	27
Petlad-Cambay (Tarapur-Cambay section) (B., B. & C. I.)	"	11	Nil	2	Nil	13
Rajpura-Bhatinda (N. W.)	"	22	Nil	Nil	Nil	22
Sirhind Rupar (N. W.)‡	"	2	Nil	Nil	Nil	2
Bangalore-Harihar (M. & S. M.)	3' 3½"	92	1,19	Nil	—84	1,27
Cooch Behar State (E. B.)	"	2	Nil	Nil	Nil	2
Dhrangadra (B., B. & C. I.)	"	3	Nil	1	Nil	4
Gackwar's Mehsana (B., B. & C. I.)	"	2,15	Nil	15	Nil	2,30
Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil
Jaipur State (B., B. & C. I.)	"	24	Nil	Nil	—21	3
Kolhapur State (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil
Okhamandal (Jamnagar and Dwarka)	"	—3	—80	Nil	—19	—1,02
Palampur-Deesa † (B., B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	"	9	2	Nil	Nil	11
Jamnagar (Jamnagar and Dwarka)	"	45	47	Nil	Nil	92
Sangli State (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil
Shoranur-Cochin (S. I.)	"	16	28	3	—6	41
Parlakimedi Light (B. N.)	2' 6"	1,07	51	1,44	Nil	3,02
Piplod Devgad Baria (B., B. & C. I.)	"	24	10	1	Nil	35
Rajpipla State (B., B. & C. I.)	"	5	3	1	Nil	9
TOTAL (a)	..	8,47	1,80	1,76	—1,81	10,22
(b) LINES UNDER CONSTRUCTION.						
Wagrod to Khareda (B., B. & C. I.)	3' 3½"	Nil	Nil	Nil	Nil	Nil
TOTAL (b)	..	Nil	Nil	Nil	Nil	Nil
TOTAL (10) [=a + b]	..	8,47	1,80	1,76	—1,81	10,22

* A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.

† This line is owned jointly by the Government and the Palampur Durbar and the expenditure shown against it in this statement represents the outlay incurred by the Durbar.

‡ Includes expenditure incurred by the Patiala Durbar.

1930-31 of other than State-owned Railways (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					(a) OPEN LINES.
50,00	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	50,00	Bhopal Itarsi* (G. I. P.)
74,41	<i>Nil</i>	6,96	<i>Nil</i>	81,37	Bhopal Ujjain (G. I. P.)
93,75	18	8,24	<i>Nil</i>	1,02,17	Bina-Goonna-Baran (G. I. P.)
10,65	<i>Nil</i>	60	<i>Nil</i>	11,25	Jammu and Kashmir (Indian State section) (N. W.)
15,87	<i>Nil</i>	1,73	<i>Nil</i>	17,70	Jind-Panipat Indian State section) (N. W.)
13,46	<i>Nil</i>	88	<i>Nil</i>	14,34	Khanpur-Chachran (N. W.)
38,93	<i>Nil</i>	3,47	<i>Nil</i>	42,40	Bahawalnagar Cholistan (N. W.)
46,58	<i>Nil</i>	2,29	<i>Nil</i>	48,87	Ludhiana-Dhuri-Jakkhal (N. W.)
20,95	<i>Nil</i>	1,72	<i>Nil</i>	22,67	Nagda-Ujjain (B., B. & C. I.)
13,53	<i>Nil</i>	81	10	14,44	Petlad-Cambay (Ad. T. pur sec.) (B., B. & C. I.)
9,01	<i>Nil</i>	32	<i>Nil</i>	9,33	Petlad-Cambay (T. pur-Caby. sec.) (B. B. & C. I.)
76,35	<i>Nil</i>	2,60	<i>Nil</i>	79,04	Rajpura-Bhatinda (N. W.)
29,46	<i>Nil</i>	2,08	<i>Nil</i>	31,54	Sirhind Rapar (N. W.)
1,16,43	44,29	5,52	2,81	1,69,05	Bangalore-Harihar (M. & S. M.)
19,79	1,03	94	<i>Nil</i>	21,76	Cooch Behar State (E. B.)
14,29	4	66	<i>Nil</i>	14,99	Dhrangadra (B., B. & C. I.)
1,10,44	65	9,16	<i>Nil</i>	1,20,25	Gaekwar's Mehsana (B., B. & C. I.)
24,52	<i>Nil</i>	1,44	<i>Nil</i>	25,96	Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.)
72,91	<i>Nil</i>	3,40	1,02	77,33	Jaipur State (B., B. & C. I.)
22,37	<i>Nil</i>	1,21	<i>Nil</i>	23,58	Kolhapur State (M. & S. M.)
25,00	14,12	2,04	1,17	42,33	Okhamandal (Jamnagar and Dwarka.)
1,85	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	1,85	Palanpur-Deesa† (B., B. & C. I.)
43,65	5,74	4,25	<i>Nil</i>	53,64	Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)
29,25	16,23	95	4,74	51,17	Jamnagar (Jamnagar and Dwarka.)
1,95	<i>Nil</i>	10	<i>Nil</i>	2,05	Sangli State (M. & S. M.)
52,38	18,64	4,73	54	76,29	Shoranur-Cochin (S. I.)
17,04	4,12	2,07	<i>Nil</i>	23,23	Parlakimedi Light (B. N.)
5,47	2,75	59	<i>Nil</i>	8,81	Piplod Dergad Baria (B., B. & C. I.)
14,60	2,80	1,79	<i>Nil</i>	18,59	Rajpipla State (B., B. & C. I.)
10,64,99	1,10,59	70,04	10,38	12,56,00	TOTAL (a)
2	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	2	(b) LINES UNDER CONSTRUCTION. Wagrod to Khareda (B., B. & C. I.)
2	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	2	TOTAL (b)
10,65,01	1,10,59	70,04	10,38	12,56,02	TOTAL (10) [=a+b]

2 (b).—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.

11. COMPANIES' LINE

OPEN LINES.						
Bangalore-Chick Ballapur Light (Mysore)	2' 6"	2	13	Nil	Nil	15
TOTAL (11)	..	2	13	Nil	Nil	15

12. LINES IN FOREIGN TERRITORY WORKED

OPEN LINES						
Palam-Karaikkal (S. L.)	3' 3½"	1	Nil	Nil	Nil	1
Pondicherry (S. L.)	..	Nil	Nil	Nil	Nil	Nil
West of India Portuguese (M. & S. M.)	..	Details not available.				5,83
TOTAL (12)	..	1	Nil	Nil	Nil	5,84
13. TOTAL (1) TO (12).	..	—91,33	45,34	13,46	—4,63	—31,33
14. Miscellaneous	..	Nil	Nil	Nil	Nil	Nil
15. Grand Total	..	—91,33	45,34	13,46	—4,63	—31,33

1930-31 of other than State-owned Railways (In thousands of rupees)—concl'd.

TOTAL CAPITAL-OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works,	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	

GUARANTEED BY INDIAN STATES.

OPEN LINES.

8,40	5,45	1,77	Nil	15,60	Bangalore-Chick Ballapur Light (Mysore).
8,40	5,45	1,77	Nil	15,60	TOTAL (11)

BY BRITISH INDIAN RAILWAY COMPANIES.

OPEN LINES.

6,11	Nil	1,15	Nil	7,26	Peralam-Karaikkal (S. I.)
5,37	Nil	30	Nil	5,73	Pondicherry (S. I.)
Details	not	available		2,11,34	West of India Portuguese (M. & S. M.)
11,48	Nil	1,51	Nil	2,24,33	TOTAL (12)
60,01,63	15,39,14	4,85,97	1,33,69	84,15,90	13. TOTAL (1) TO (12)
28,29	2,75	2,01,09	38	2,32,51*	14. Miscellaneous.
60,29,92	15,41,89	6,87,06	1,34,07	86,48,41	15. Grand Total.

*Made up of—

	Rs.
(1) Interest charges during construction of the Assam-Bengal Railway debited to capital	75,70,000
(2) State outlay on the Patri branch charged against the Civil Works grant	8,08,000
(3) Expenditure in England on the South Bihar Railway	52,18,000
(4) Outlay by Forest Department on the Alnavar-Dandeli Railway	8,87,000
(5) Outlay from Joint Debenture Stock on the Lucknow-Bareilly Railway	87,68,000
	<u>2,32,51,000</u>

* The total Railway Receipts for the year are:—							Rs.
	Gross Receipts as per Col. 7 above	..	..	..	..	..	95,09,66
Add—	Miscellaneous Railway Receipts	..	..	..	..	..	1,53,10
	Government share of surplus profits from the subsidized companies	..	..	..	..	..	20,36
	Total Receipts						99,83,12

Revenue Receipts of State-owned Railways for the year 1930-31 (In thousands of rupees).

EXPENSES.							
system.		DEDUCT.		Net Working Expenses, of Budget lines (Cols. 12—13—14).	Net Revenue Receipts of Budget lines (Cols. 7—15).	Percentage of Ordinary Working Expenses on Earnings for budget lines only. Cols. 8—14) × 100 Cols. 2—5—6.	Class and Name of Railway.
Suspense.	Total. (Cols. 8 to 11).	Expenditure met from Depreciation Fund for the system.	Total Non-budget Lines.				
11	12	13	14	15	16	17	18
STATE LINES WORKED BY THE STATE.							
19	25	..	..	25	(a) —25	300·00	Aden.
6,14	14,46,30	2,18,13	3,77	12,24,40	5,99,99	54·12	East Indian.
—1,09	5,48,97	76,50	6,74	4,65,73	1,20,27	64·88	Eastern Bengal.
—7,93	15,61,23	1,80,21	33,81	13,47,21	(b) 2,98,24	66·59	North Western.
15,01	11,83,00	1,17,56	19,66	10,45,78	2,87,58	63·41	Great Indian Peninsula.
—1,32	3,51,98	39,38	..	3,12,60	1,15,21	61·96	Burma.
11,00	50,91,73	6,31,78	63,98	43,95,97	14,20,95	61·41	Total.
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.							
—15	1,32,04	..	7,01	1,25,03	71,03	56·81	Assam-Bengal.
—1,15	6,38,21	..	1,44	6,36,77	1,80,24	66·33	Bengal-Nagpur.
..	10,86	..	..	10,86	2,19	80·84	Bezawada Extension and Dhone Kurnool.
13	7,59,79	..	48,67	7,11,12	3,78,48	56·73	Bombay, Baroda and Central India.
35	17,87	..	47	17,40	5,22	72·25	Jodhpur-Hyderabad (British Section) (Jodhpur).
—1,59	32,82	..	15,29	17,53	18,78	45·94	Lucknow-Bareilly (R. & K.).
—6,13	4,70,74	..	20,98	4,49,76	3,48,43	49·69	Madras and Southern Mahratta (including Mysore State).
—38	3,64,26	..	21,12	3,43,14	2,36,83	49·77	South Indian (including Travancore).
70	1,56,23	..	86,83	69,40	70,44	41·30	Tirhoot (B. & N. W.).
..	4,76,30	5,07,81	..	—31,51	31,60	..	Contribution to Depreciation Fund on account of Company-worked Lines and miscellaneous.
—8,22	30,59,12	5,07,81	2,01,81	23,49,50	13,43,24	51·19	TOTAL.
2,78	81,50,85	11,39,59	2,65,79	*67,45,47	27,64,19	71·25	GRAND TOTAL.

	Receipts.	Working expenses.	Net Receipts.
(a) Aden Railway, Commercial	..	—64	64
Aden Railway, Military	..	89	—89
Total	..	25	—25
(b) N. W. Railway, Commercial	14,97,95	11,29,52	3,68,43
N. W. Railway, Military	1,47,50	2,17,69	—70,19
Total	16,45,45	13,47,21	2,98,24

* The total Expenditure on Railways for the year is :—

Working expenses as per column 15 above	..	..	..	Rs. 67,45,47
Add :—Miscellaneous Railway Expenditure	..	..	..	68,58
Surplus profits paid to companies	..	..	..	1,16,30
Interest charges as per Statement 4	..	..	..	32,71,55

Total Expenditure .. 1,02,01,90

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1930-31.

Class and Name of Railway.	Interest on sterling Debt.	INTEREST ON CAPITAL CONTRIBUTED BY COMPANIES.			Total Columns 2 and 5.	IN THOUSANDS OF RUPEES.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	GRAND TOTAL. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
Central. State Lines worked by the State.	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
1. Aden	..	..	..	..	..	..	11	..	11
2. Eastern Bengal . . .	124,553	..	..	..	124,553	16,80	1,33,06	..	1,99,86
3. East Indian (including South Bihar).	2,065,981	..	..	..	2,065,981	2,78,82	3,36,87	1,92	6,17,61
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	355,639	..	..	..	355,639	48,04	4,37,18	..	4,85,22
5. North Western (Military) .	..	..	..	..	..	..	1,46,91	..	1,46,91
6. Burma	37,500	..	..	..	37,500	5,06	1,53,90	..	1,58,96
7. Great Indian Peninsula .	983,547	..	..	..	983,547	1,32,86	3,26,95	..	4,59,81
8. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	5,37	..	5,37
9. TOTAL	3,567,220	..	..	..	3,567,220	4,81,58	15,90,35	1,92	20,73,85
State Lines worked by Companies or by Indian States.	..	..	..	..	..	..	..	..	..
10. Assam-Bengal.	..	45,000	36,545	81,545	81,545	10,87	82,06	..	92,93
11. Bengal-Nagpur	..	105,000	189,495	294,495	294,495	39,27	3,09,51	..	3,48,78
12. Bezwada (including Dhona Kurnool).	..	..	..	..	..	..	2,11	..	2,11
13. Bombay, Baroda and Central India.	385,084	60,000	34,998	94,998	480,082	64,81	2,11,99	7,50	2,84,30
14. Jodhpur (British Section), (Jodhpur).	..	..	..	..	..	..	3,71	..	3,71
15. Lucknow-Bareilly (R. & K.)	..	..	(a) 27,805	27,805	27,805	3,39	6,00	..	9,39
16. Madras and Southern Mahratta	362,194	175,000	158,050	333,050	695,244	92,70	1,48,74	..	2,41,44
17. South Indian	146,635	35,000	112,480	147,480	294,115	39,21	1,34,31	..	1,73,52
18. Coonoor-Ootacamund (S. I.)	..	..	..	..	..	..	1,90	..	1,90
19. Travancore (British Section), (S. I.).	..	..	..	..	..	..	67	..	67
20. Travancore (Indian State Section) (S. I.).	..	..	..	..	..	..	1,16	..	1,16
21. Tirhoot (B. & N. W.) .	..	..	36,275	36,275	36,275	4,84	30,55	..	35,39
22. TOTAL	893,913	420,000	595,648	1,015,648	1,909,561	2,55,09	9,32,71	7,50	11,95,30
Miscellaneous Items	..	..	..	..	..	..	..	..	..
23. Abandoned Projects, etc.	..	..	..	..	..	..	1,07	..	1,07
24. Other miscellaneous items. Deduct:—	..	..	..	..	..	(b) 3,11	14,63	..	17,74
25. Interest during construction charged to Capital of the Bengal Nagpur, Bombay, Baroda and Central India and South Indian Railways.	..	..	..	..	..	..	16,32	..	16,32
Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	9	..	9
26. TOTAL	..	..	..	..	..	3,11	—71	..	240
27. Total Central	4,461,133	420,000	595,648	1,015,648	5,476,781	7,39,78	25,22,35	9,42	32,71,55
Provincial Railways.	..	..	..	..	..	..	..	..	..
28. Assam (Jorhat)	..	..	..	..	..	..	50	..	50
29. United Provinces (Distillery Siding).	..	..	..	..	..	..	8	..	8
30. Total Provincial	..	..	..	..	..	..	58	..	58
31. Grand Total	4,461,133	420,000	595,648	1,015,648	5,476,781	7,39,78	25,22,93	9,42	32,72,13

(a) Represents interest on the state share of joint debenture stock.

(b) Represents exchange in respect of interest on capital contribution by companies and of interest on debt in respect of Company-worked Railways.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1929-30 and 1930-31.
(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percent- age of working expenses to gross earnings, $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 5.}}\right)$	Percent- age of net earnings on total capital at charge given in column 4, $\left(\frac{\text{Col. 7} \times 100}{\text{Col. 4.}}\right)$	
			4	5	6	7	8	9	
CLASS I.			Rs.	Ra.	Rs.	Rs.			
Assam-Bengal	3' 3½"	1929-30 {	(a) 25,03,93	2,22,15	1,42,56	79,59	64.17	3.13	(a) Includes Rs. 75,70,000 being the interest charges during construction of Assam-Bengal Railway debited to capital.
		1930-31 {	(a) 25,65,74	2,10,44	1,32,18	78,26	62.81	3.06	
Bengal and North-Western .	3' 3½"	1929-30 {	20,91,97	3,62,90	1,57,44	2,05,46	43.38	9.32	
		1930-31 {	21,32,37	3,24,83	1,55,09	1,69,74	47.74	7.96	
Bengal-Nagpur	5' 6", 2' 6" and 2' 0"	1929-30 {	74,61,40	9,29,92	7,79,82	1,50,10	83.86	2.01	
		1930-31 {	76,23,52	8,12,38	6,39,57	1,72,81	78.73	2.26	
Bombay, Baroda and Central India.	5' 6", 3' 3½" and 2' 6"	1929-30 {	(b) 76,82,66	12,60,41	7,72,09	4,88,32	61.25	6.36	(b) Includes Rs. 8,08,405 being the capital outlay on the Patri Branch.
		1930-31 {	(b) 78,06,14	11,70,55	7,65,64	4,04,91	65.41	5.19	
Burma	3' 3½"	1929-30 {	34,75,53	4,86,92	3,06,53	1,80,39	62.95	5.13	
		1930-31 {	35,31,29	4,23,19	3,13,92	1,09,27	74.18	3.09	
Eastern Bengal	5' 6", 3' 3½" and 2' 6"	1929-30 {	51,03,51	5,90,59	4,76,65	2,13,94	69.32	4.79	
		1930-31 {	52,0,83	5,92,13	4,72,87	1,19,26	79.86	2.29	
East Indian	5' 6"	1929-30 {	(c) 1,44,33,04	19,75,98	12,43,12	7,32,86	62.91	5.08	(c) Includes Rs. 52,18,000 being the expenditure in England on South Bihar Railway.
		1930-31 {	(c) 1,46,48,91	18,35,10	12,16,67	6,18,43	66.30	4.22	
Great Indian Peninsula .	5' 6" and 2' 6"	1929-30 {	1,19,02,62	15,01,71	10,51,93	4,49,78	70.05	3.73	
		1930-31 {	1,20,80,98	13,75,14	10,57,28	3,17,86	76.87	2.63	
Jodhpur	3' 3½"	1929-30 {	5,19,89	93,68	63,05	30,63	67.30	5.90	
		1930-31 {	5,36,37	96,84	54,67	42,17	56.46	7.86	
Madras and Southern Mah- ratta.	5' 6" and 3' 3½"	1929-30 {	(d) 1,19,43	11,40,37	14,97,77	14,42,60	52.90	7.23	(d) Includes Rs. 8,87,000 being the capital outlay on the Aluvann-Dandeli Railway.
		1930-31 {	(d) 58,62,15	11,84,08	14,82,22	13,51,86	57.80	6.00	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

|| Include Harbour receipts and expenditure.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1929-30 and 1930-31.
(In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earn- ings. (Cols. 5-6).	Percent- age of working expens- es to gross earn- ings. (Col. 6 × 100) Col. 5.	Percent- age of net earn- ings on total capital at charge given in column 4. (Col. 7 × 100) Col. 4.	
			4	5	6	7	8	9	
1	2	3	4	5	6	7	8	9	10
CLASS I—concd.			Rs.	Rs.	Rs.	Rs.			
Nizam's State	5' 6"	1929-30	8,91,30	1,40,57	51,70	88,87	36.78	9.97	
		1930-31	13,59,30	1,40,38	64,29	76,09	45.80	8.00	
	3' 3½"	1929-30	6,06,68	97,46	49,62	47,84	50.93	7.88	
		1930-31	**	93,36	60,68	32,68	65.00	**	
North Western (Commercial)	5' 8" and 2' 6"	1929-30	1,16,78,05	16,19,39	11,51,23	4,68,16	71.09	4.09	
		1930-31	1,18,22,59	15,50,39	11,68,68	3,81,71	75.38	3.23	
North Western (Military)	5' 6" and 2' 6"	1929-30	33,38,72	1,53,48	2,07,98	—49,50	131.30	—1.48	
		1930-31	34,17,60	1,47,49	2,17,61	—70,12	147.54	—2.05	
North Western	..	1929-30	1,50,16,77	17,77,87	13,59,21	4,18,66	76.45	2.79	
		1930-31	1,52,40,19	16,97,83	13,86,29	3,11,59	81.20	2.04	
Rohilkund and Kumaon	3' 3½"	1929-30	(b) 4,37,12	64,33	33,18	31,65	51.18	7.24	(b) Includes Rs. 87,68,000 being the outlay from Joint Debenture Stock on Lucknow Bareilly Railway.
		1930-31	(b) 4,39,62	65,57	34,41	31,16	52.48	7.09	
South Indian	5' 6", 3' 3½" and 2' 6"	1929-30	40,41,62	6,67,42	3,97,07	2,70,35	59.49	6.69	
		1930-31	45,03,40	6,12,46	3,64,64	2,47,82	59.54	5.43	
Total Class I Railways	..	1929-30	8,22,92,37	1,12,12,78	73,81,74	38,31,04	65.83	4.66	
		1930-31	8,35,96,81	1,02,84,33	72,00,42	30,83,91	70.01	3.69	
CLASS II.									
Barsi Light	2' 6"	1929-30	1,75,61	25,62	13,77	11,85	53.74	6.75	
		1930-31	1,85,32	20,95	13,67	7,28	65.27	3.92	
Bengal Doonars	3' 3½"	1929-30	1,62,18	27,38	14,41	12,97	52.63	8.00	
		1930-31	1,69,96	23,70	13,08	10,62	55.17	6.48	
Bhavnagar State	3' 3½"	1929-30	2,06,94	31,76	18,77	12,99	59.11	6.28	
		1930-31	2,13,96	30,09	18,55	11,54	61.65	5.39	
Bikaner State	3' 3½"	1929-30	3,41,39	44,96	29,06	15,90	64.63	4.66	
		1930-31	3,55,02	48,48	32,05	16,43	66.11	4.63	
Darjeeling Himalayan	2' 0"	1929-30	1,09,19	21,64	13,74	7,90	63.50	7.24	
		1930-31	1,09,11	20,42	13,20	7,22	64.64	6.62	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of the railway accounts.

** No separate Capital account is maintained for each gauge, hence shown under B.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1929-30 and 1930-31.
(In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Per-centage of working expenses to gross earnings. $\frac{\text{Col. 6} \times 100}{\text{Col. 5}}$	Per-centage of net earnings on total capital at charge given in column 4. $\frac{\text{Col. 7} \times 100}{\text{Col. 4}}$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS II—concd.									
Dibru-Sadiya	3' 3½"	1929-30	1,65,22	30,26	14,89	15,37	49.20	9.30	
		1930-31	1,69,26	31,67	15,37	16,30	48.53	9.63	
Gackwar's Baroda State	2' 6"	1929-30	3,08,78	23,92	18,42	5,50	76.99	1.78	
		1930-31	3,10,42	22,12	18,51	3,61	83.69	1.16	
Gondal	3' 3½"	1929-30	1,31,73	26,04	12,36	13,68	47.47	10.38	
		1930-31	1,42,40	24,67	15,14	9,53	61.38	8.69	
Howrah-Amra Light	2' 0"	1929-30	32,34	11,27	7,48	3,79	66.37	11.72	
		1930-31	32,68	10,49	7,69	2,80	73.37	8.54	
Jamnagar and Dwarka	3' 3½"	1929-30	1,61,55	15,17	11,79	3,38	77.71	2.09	
		1930-31	1,61,70	14,44	10,76	3,68	74.51	2.27	
Junagad State	3' 3½"	1929-30	1,16,61	14,35	8,70	5,65	60.61	5.00	
		1930-31	1,17,99	13,85	9,78	4,07	70.65	3.45	
Morvi	3' 3½"	1929-30	78,35	21,05	11,43	9,62	54.32	12.27	
		1930-31	80,48	20,34	12,32	8,02	60.58	9.96	
Mysore	3' 3½"	1929-30	3,04,75	34,05	28,35	5,70	83.26	1.87	
		1930-31	3,12,72	30,13	24,29	5,84	80.62	1.87	
	2' 6"	1929-30	41,69	4,46	3,30	1,16	74.00	2.78	
		1930-31	42,11	3,42	3,64	—22	106.43	—0.52	
	2' 0"	1929-30	12,31	53	39	14	73.95	1.12	
		1930-31	12,44	50	29	21	58.00	1.69	
Shahdara (Delhi)-Saharanpur Light.	2' 6"	1929-30	50,03	10,59	4,60	5,99	43.45	11.97	
		1930-31	50,22	8,97	4,27	4,70	47.64	9.36	
Total Class II Railways	..	1929-30	23,98,67	3,43,05	2,11,46	1,31,59	61.64	5.48	
		1930-31	24,59,79	3,24,24	2,12,61	1,11,63	65.57	4.54	
CLASS III.									
Aden	3' 3½"	1929-30	4,56	47	9,75	—9,28	2,074.47	—203.51	
		1930-31	4,53	2	6	—4	300.00	—0.88	
Ahmadpur Katwa	2' 6"	1929-30	20,52	1,34	1,30	4	97.99	0.19	
		1930-31	20,77	1,16	1,36	—20	117.21	—0.96	

* † § For explanations see footnotes on opposite page.

5.—Statement of *Capital at Charge**, *Revenue Earnings and Expenses* for the years 1929-30 and 1930-31.

(In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			†	§	§	Net	Per-	Per-	
			Total capital at charge.	Gross earnings.	Working expenses.	earnings. (Cols. 5-6)	centage of working expenses to gross earnings. (Col. 6 × 100 Col. 5)	centage of net earnings on total capital at charge given in column 4 (Col. 7 × 100 Col. 4.)	
1	2	3	4	5	6	7	8	9	10
CLASS III—contd.			Rs.	Rs.	Rs.	Rs.			
Arrah-Sasaram	2' 6"	1929-30	25.25	4.33	2.67	1.66	61.66	6.57	
		1930-31	25.17	4.17	2.85	1.32	68.17	5.24	
Bankura-Damodar River	2' 6"	1929-30	39.84	2.02	2.30	—28	113.63	—0.70	
		1930-31	40.19	1.62	2.32	—70	142.81	—1.74	
Baraset-Basirhat Light	2' 6"	1929-30	26.03	6.26	4.64	1.62	74.18	6.24	
		1930-31	25.63	5.75	4.43	1.32	76.95	5.17	
Bengal Provincial	2' 6"	1929-30	15.20	1.77	1.25	52	70.82	3.39	
		1930-31	15.29	1.53	1.32	21	85.57	1.39	
Bukhtiarpur-Bihar Light	2' 6"	1929-30	15.05	3.39	2.30	1.09	67.79	7.24	
		1930-31	15.11	3.31	2.35	96	70.82	6.40	
Burdwan-Katwa	2' 6"	1929-30	20.19	2.07	1.65	42	79.52	2.10	
		1930-31	20.34	1.94	1.75	19	90.18	0.94	
Cutch State	2' 6"	1929-30	16.45	1.37	68	69	49.91	4.20	
		1930-31	18.18	1.21	65	56	53.80	3.08	
Dehri-Rohas Light	2' 6"	1929-30	12.64	2.94	1.52	1.42	51.79	11.23	
		1930-31	12.64	2.32	1.48	84	63.77	6.67	
Dholpur-State	2' 6"	1929-30	17.14	2.19	1.10	1.09	50.34	6.36	
		1930-31	17.30	1.92	1.13	79	58.94	4.57	
Futwah-Islampur	2' 6"	1929-30	19.56	1.57	96	61	61.52	3.12	
		1930-31	19.51	1.60	1.14	46	71.16	2.36	
Gwalior Light	2' 0"	1929-30	98.16	3.24	5.04	3.20	61.18	3.26	
		1930-31	98.26	6.89	5.01	1.88	72.67	1.91	
Howrah Sheekhala Light	2' 0"	1929-30	8.35	2.33	1.68	65	72.69	7.78	
		1930-31	8.38	2.44	1.92	52	78.81	6.15	
Jagadhri Light	2' 0"	1929-30	1.18	22	21	1	98.54	0.27	
		1930-31	1.18	18	17	1	93.56	1.00	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

5.—Statement of ^{Capital at Charge*}_{Capital outlay†}, Revenue Earnings and Expenses for the years 1929-30 and 1930-31.
(In thousands of rupees)—concl'd.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Per- centage of working expenses to gross earn- ings (Col. 6×100 Col. 5)	Per- centage of net earnings on total capital at charge. given in column 4 (Col. 7×100 Col. 4)	
1	2	3	4	5	6	7	8	9	10
CLASS III—concl'd.									
Jessore-Jhenidah	2' 6"	1929-30	Rs. 12.84	Rs. 1.08	Rs. 1.15	Rs. —7	106.47	0.62	
		1930-31	Information (not available.)						
Jorhat (Provincial)	2' 0"	1929-30	13.22	..	Information not available		..	..	
		1930-31	13.22	1.76	1.76	..	100.00	..	
Kalighat-Falta	2' 6"	1929-30	23.60	2.86	2.48	38	86.61	1.62	
		1930-31	24.33	2.47	2.45	2	99.39	0.06	
Kulasekarapatnam Light	2' 0"	1929-30	8.33	1.29	86	43	67.22	5.05	
		1930-31	5.45	1.30	99	31	75.71	5.81	
Matheran Light	2' 0"	1929-30	12.12	1.08	92	16	85.18	1.32	
		1930-31	12.12	1.00	80	20	80.00	1.65	
Porbandar State	3' 3½"	1929-30	28.04	4.11	3.17	94	77.10	3.36	
		1930-31	28.18	3.84	3.72	12	97.00	0.41	
Tespore-Balipara Light	2' 6"	1929-30	4.87	1.88	1.34	54	71.16	10.94	
		1930-31	4.87	1.79	1.38	41	77.26	8.36	
Trivellore Light	2' 0"	1929-30	1.16	5	7	—2	150.89	—2.16	
		1930-31	1.16	4	5	—1	141.79	—0.86	
Udaipur-Chitorgarh	3' 3½"	1929-30	38.82	5.60	3.48	2.12	62.09	5.47	
		1930-31	61.01	5.77	3.74	2.03	64.80	3.33	
Total Class III Railways		1929-30	4,83.12	58.46	50.52	7.94	86.42	1.64	
		1930-31	4,92.82	54.03	42.83	11.20	79.27	2.27	
Other items not included in the preceding heads (a).		1929-30	5,00.46	—6.15	—95.11	88.96	..	..	
		1930-31	4,31.35	—5.60	—32.43	26.83	..	..	
GRAND TOTAL		1929-30	8,56,74.62	1,16,08.14	75,48.61	40,59.53	65.02	4.74	
		1930-31	8,69,80.77	1,06,57.00	74,23.43	32,33.57	69.66	3.72	

* † § — For explanations see footnotes on opposite page.

(a) The details for the last year are given in the Report for that year. and those for the current year are as follows (In thousands of rupees) —

Capital at charge.

Coal Department	99.92
Abandoned Projects	32.26
Controller of Railways Account's account current	2,97.78
United Provinces (Distillery siding)	1.39
Total	4,31.35

Gross Earnings.

+3	Dividend on Government holdings (B. N. Rly.).
+16	Gross earnings of Bezwada and Dhone Kurnool Railways
+639	Interest on capital deposited by Companies (M. S. M. Rly.).
+9	Exchange in respect of Company Worked Rlys.
—87	Gross earnings of new extensions (B. N. Rly.).
—2	Gross earnings of Jodhpur-Hyderabad (British Section).
—962	Gross earnings of new extensions (S. I. Rly.).
—176	Gross earnings of Jorhat (Provincial) Railway.

—5.60

Total

..

Working Expenses.

+519	On account of rebate, etc.
+40	Interest adjustment, etc., of Tirhoot Rly.
—73	Working expenses of new extensions (B. N. Rly.).
—202	Working expenses of Bezwada and Dhone-Kurnool Railways.
—606	Working expenses of new extensions (S. I. Rly.)
—31.51	Contribution to Depreciation Fund on account of Company Worked lines.
—1.76	Working expenses of Jorhat (Provincial) Railway.
+4.05	Rental paid to South Behar Rly.
+1	Due to rounding off in the case of A. B. Rly.

—32.43

	1929-30.	1930-31.
(b) State-owned	7,70,12.71	7,83,32.36
Other than State-owned	86,61.91	86,48.41
	8,56,74.62	8,69,80.77

6.—Details of Gross Earnings of each Railway System for the years 1929-30 and 1930-31.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds and remissions).
			Earnings from passengers carried (including refunds and remissions).	Other coaching earnings (including refunds and remissions).	Total coaching earnings (excluding refunds and remissions).	Earnings from goods carried (including refunds and remissions).	Other goods earnings (including refunds and remissions).	Total goods earnings (excluding refunds and remissions).	Electric telegraph earnings (including refunds and remissions).	Other miscellaneous earnings (including refunds and remissions).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS I.											
Assam Bengal	3' 3½"	1929-30	Ra. 89.21	Ra. 11.98	Ra. 1,00.95	Ra. 1,11.00	Ra. 99	Ra. 1,11.37	Ra. 33	Ra. 9.50	Ra. 2,22.15
		1930-31	79.44	11.04	90.23	1,10.92	1.11	1,11.58	27	8.36	2,10.44
Bengal and North-Western	3' 3½"	1929-30	1,81.63	15.68	*1,91.23	1,30.54	6.66	*1,68.36	49	2.77	3,62.90
		1930-31	1,52.88	13.94	*1,60.76	1,73.09	7.11	*1,60.69	44	2.95	3,24.83
Bengal-Nagpur	5' 6"	1929-30	2,02.46	33.42	2,40.30	6,23.68	1.74	6,24.23	39	12.52	8,77.94
		1930-31	1,77.34	34.80	2,12.06	5,43.06	1.38	5,43.16	36	13.88	7,69.46
	2' 6"	1929-30	24.62	1.83	26.45	25.00	26	25.18	8	27	51.98
		1930-31	19.77	1.60	21.37	21.04	25	21.23	7	25	42.92
	5' 6"	1929-30	2,16.62	50.96	2,67.49	4,07.32	-1.11	4,04.18	59	10.65	6,82.91
		1930-31	2,00.55	46.64	2,47.07	3,68.23	41	3,67.09	52	10.55	6,25.23
Bombay, Baroda and Central India.	3' 3½"	1929-30	3,08.05	24.82	2,32.54	3,26.45	189	3,26.32	63	8.13	5,67.92
		1930-31	1,92.49	22.81	2,15.25	3,13.42	124	3,13.725	57	6.71	5,35.78
	2' 6"	1929-30	4.63	37	5.00	4.43	1	4.40	2	16	9.53
		1930-31	4.76	32	5.08	4.43	Nil	4.40	2	4	9.54
Burma	3' 3½"	1929-30	1,41.11	17.59	1,58.49	3,17.03	97	3,17.31	54	10.58	4,36.92
		1930-31	1,18.51	16.19	1,34.50	2,80.15	87	2,80.00	51	8.18	4,23.19
	5' 6"	1929-30	1,55.80	33.11	1,88.79	2,48.87	4.26	2,50.11	31	9.31	4,48.52
		1930-31	1,34.21	30.69	1,64.77	2,22.90	3.32	2,22.82	28	6.26	3,94.13
Eastern Bengal	3' 3½" and 2' 6"	1929-30	1,07.19	11.32	1,18.4	1,16.98	1.89	1,17.47	29	5.89	2,42.07
		1930-31	78.49	9.29	87.71	1,05.10	1.16	1,04.69	22	5.38	1,98.00
East Indian	5' 6"	1929-30	6,97.74	86.73	6,84.28	12,53.00	12.51	12,61.25	141	29.04	*19,75.98
		1930-31	5,34.81	81.80	6,16.16	11,85.75	7.73	11,90.97	1,28	26.69	*18,35.10
Great Indian Peninsula	5' 6"	1929-30	(a) 4,18.53	92.06	(a) 5,09.47	9,53.20	9.50	9,55.51	1,39	17.35	14,83.82
		1930-31	3,53.93	87.12	4,40.46	9,00.39	2.68	8,98.27	1,15	20.54	13,60.42
	2' 6"	1929-30	6.01	52	6.53	10.72	80	11.31	2	3	17.89
		1930-31	4.14	49	4.63	9.52	68	10.06	2	1	14.72
Jodhpur	3' 3½"	1929-30	35.64	5.31	40.91	49.37	19	49.11	11	3.55	93.68
		1930-31	34.69	4.86	39.51	53.94	17	53.71	11	3.51	96.84
Madras and Southern Maharastra.	5' 6"	1929-30	1,76.01	33.63	2,09.45	3,04.79	1.55	3,05.84	23	15.01	5,30.03
		1930-31	1,56.18	29.34	1,85.31	2,73.69	1.07	2,73.50	23	11.90	4,70.94
	3' 3½"	1929-30	1,15.01	21.03	1,35.95	†2,54.88	1.30	2,67.49	39	6.51	†4,10.34
		1930-31	98.31	19.53	1,17.77	†2,27.19	1.44	2,38.28	31	6.78	†3,63.14
	5' 6"	1929-30	32.88	8.17	40.79	93.98	76	94.45	43	4.90	1,40.57
		1930-31	31.33	8.27	39.55	97.56	79	98.19	40	2.24	1,40.38
Nizam's State	3' 3½"	1929-30	34.77	4.89	39.69	54.15	42	54.41	26	3.20	97.46
		1930-31	32.35	4.37	36.70	54.57	38	54.83	23	1.60	93.36

* Excluding the Cawnpore-Burhwal (3' 3½" gauge) link earnings, which, as to details, are included with the Bengal and North-Western railway, and as to totals with the sundry earnings of the E. I. Railway.

† Includes Harbour receipts.

(a) Includes figures for 4' 8½" gauge.

6.—Details of Gross Earnings of each Railway System for the years 1929-30 and 1930-31—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds & remissions).
			Earnings from passengers carried (including refunds & remissions).	Other coaching earnings (including refunds & remissions).	Total coaching earnings (excluding refunds & remissions).	Earnings from goods carried (including refunds & remissions).	Other goods earnings (including refunds & remissions).	Total goods earnings (excluding refunds & remissions).	Electric telegraph earnings (excluding refunds & remissions).	Other miscellaneous earnings (excluding refunds & remissions).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS I—contd.											
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
North Western (Commercial)	5' 6"	1929-30	5,37,63	88,05	6,25,18	9,13,63	20,96	9,26,15	1,53	29,89	15,82,80
		1930-31	4,91,77	86,10	5,77,42	8,93,50	17,08	9,02,45	1,53	31,29	15,12,69
	2' 6"	1929-30	13,63	4,71	13,33	17,60	27	17,84	4	38	36,59
		1930-31	13,45	4,52	17,95	19,13	23	19,30	4	41	37,70
North Western (Military)	5' 6"	1929-30	53,97	12,20	66,12	32,25	75	32,77	22	1,38	1,50,49
		1930-31	47,05	10,60	57,61	80,35	74	80,81	21	1,13	1,38,76
	2' 6"	1929-30	2,33	54	2,87	4,89	22	5,02	1	10	8,00
		1930-31	2,31	68	2,99	4,40	28	4,63	1	10	7,73
North Western (Total)	5' 6"	1929-30	6,01,56	1,05,60	7,12,50	10,18,37	22,20	10,31,78	1,85	31,75	17,77,88
	2' 6"	1930-31	5,54,58	1,01,90	6,55,97	9,97,38	18,33	10,07,19	1,79	32,93	16,97,88
Rohilkund and Kumaon	3' 3 3/4"	1929-30	24,24	3,31	27,53	34,74	40	34,68	8	2,54	64,83
		1930-31	24,74	3,21	27,94	35,29	43	35,25	7	2,31	65,57
South Indian	5' 6"	1929-30	63,93	11,40	75,30	99,98	73	1,00,49	10	15,26	1,91,15
		1930-31	67,64	12,04	79,63	1,02,41	55	1,02,70	9	2,10	1,84,52
	3' 3 3/4"	1929-30	2,35,70	21,09	2,56,48	1,38,12	2,28	1,99,45	43	16,18	4,72,53
		1930-31	2,14,87	17,42	2,32,06	1,75,45	2,47	1,77,23	37	14,84	4,24,50
	2' 6"	1929-30	2,08	11	2,19	1,53	1	1,54	..	..	3,74
		1930-31	1,79	10	1,89	1,53	1	1,53	1	1	3,44
Total Class I Railways	..	1929-30	(a) 36,31,42	5,99,53	(a) 42,71,48	66,88,13	70,30	67,15,24	10,37	2,15,09	1,12,12,73
		1930-31	32,67,80	5,57,54	38,16,38	62,57,01	53,43	52,70,61	9,32	1,88,02	1,02,84,33
CLASS II.											
Barsi Light	2' 6"	1929-30	13,24	34	14,08	10,37	10	10,37	4	53	25,62
		1930-31	10,52	35	11,38	8,99	9	9,08	3	46	20,95
Bengal Doonars	3' 3 3/4"	1929-30	5,30	1,01	6,31	20,62	6	20,68	4	35	27,38
		1930-31	4,63	90	5,53	17,78	5	17,83	3	31	23,70
Bhavnagar State	3' 3 3/4"	1929-30	15,23	1,62	16,85	13,47	10	13,57	33	1,01	31,76
		1930-31	14,38	1,42	15,80	12,76	6	12,82	38	1,09	30,99
Bikaner State	3' 3 3/4"	1929-30	19,37	2,93	21,40	22,50	12	22,62	17	77	44,96
		1930-31	18,65	2,23	20,88	26,42	8	26,50	16	94	48,48
Darjeeling-Himalayan	2' 6"	1929-30	4,95	2,41	7,36	14,05	4	14,09	4	15	21,64
		1930-31	4,26	2,74	7,00	13,21	4	13,25	3	14	20,42
Dibru-Sadiya	3' 3 3/4"	1929-30	6,21	1,09	7,30	22,21	4	22,25	3	68	30,26
		1930-31	6,14	1,06	7,21	23,89	2	23,91	3	52	31,87
Gaekwar's Baroda State	2' 6"	1929-30	12,68	36	13,54	9,48	18	9,66	11	61	23,92
		1930-31	11,20	69	11,89	9,19	19	9,38	10	75	22,12
Gondal	3' 3 3/4"	1929-30	12,03	1,19	13,22	11,06	3	1,09	7	1,66	26,04
		1930-31	11,37	1,07	12,44	10,46	3	10,49	7	1,67	24,67

H50CRAcots.

(a) Includes figures for 4' 8 1/2" gauge.

6.—Details of Gross Earnings of each Railway System for the years 1929-30 and 1930-31—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds & remissions).
			Earnings from passengers carried (excluding refunds & remissions).	Other coaching earnings (excluding refunds & remissions).	Total coaching earnings (excluding refunds & remissions).	Earnings from goods carried (excluding refunds & remissions).	Other goods earnings (excluding refunds & remissions).	Total goods earnings (excluding refunds & remissions).	Electric telegraph earnings (excluding refunds & remissions).	Other miscellaneous earnings (excluding refunds & remissions).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS II—concl.											
Howrah-Amta Light	2' 0"	1929-30	Rs. 9,08	Rs. 40	Rs. 9,48	Rs. 1,70	..	Rs. 1,70	Rs. 1	Rs. 8	Rs. 11,27
		1930-31	3,40	38	3,78	1,62	..	1,62	..	9	10,49
Jamnagar and Dwarka	3' 3 3/4"	1929-30	6,36	67	6,93	7,05	9	7,14	4	1,06	15,17
		1930-31	6,03	55	6,58	6,72	7	6,79	5	1,02	14,44
Junagad State	3' 3 3/4"	1929-30	7,18	66	7,84	6,16	2	6,18	6	27	14,35
		1930-31	6,66	59	7,25	5,96	2	5,98	4	58	13,85
Morvi	3' 3 3/4"	1929-30	7,98	1,20	9,18	11,37	—2	11,35	7	45	21,05
		1930-31	7,83	1,11	8,94	10,96	1	10,97	7	36	20,34
	3' 3 3/4"	1929-30	17,81	1,63	19,49	12,98	29	13,27	2	1,27	34,05
		1930-31	15,56	1,65	17,21	11,76	32	12,08	1	83	30,13
Mysore	2' 6"	1929-30	2,43	12	2,55	1,86	2	1,88	1	2	4,46
		1930-31	1,39	10	1,99	1,39	2	1,41	1	1	3,42
	2' 6"	1929-30	15	1	16	37	..	37	..	..	53
		1930-31	13	1	14	36	..	36	..	..	50
Shahdara (Delhi)-Saharanpur Light	2' 6"	1929-30	5,45	22	5,67	4,75	3	4,78	..	14	10,59
		1930-31	5,01	21	5,22	3,61	3	3,64	..	11	8,97
Total Class II Railways	..	1929-30	1,45,45	15,91	1,61,36	1,70,50	1,10	1,71,60	1,04	9,05	3,43,05
		1930-31	1,32,66	15,56	1,48,24	1,65,08	1,03	1,66,11	1,01	8,88	3,24,24
CLASS III.											
Aden	3' 3 3/4"	1929-30	*	*	*	*	*	*	*	*	47
		1930-31	*	*	*	*	*	*	*	*	2
Ahmadpur-Katwa	2' 6"	1929-30	1,10	4	1,14	18	..	18	..	2	1,34
		1930-31	92	4	96	18	..	18	..	2	1,16
Arrah-Sasaram	2' 6"	1929-30	3,24	9	3,33	94	1	95	..	5	4,33
		1930-31	3,05	9	3,14	100	1	101	..	2	4,17
Bankura-Damoodar River	2' 6"	1929-30	1,28	4	1,32	66	..	66	1	3	2,02
		1930-31	1,05	3	1,08	50	..	50	1	3	1,62
Baraset-Basirhat Light	2' 6"	1929-30	4,39	68	5,07	1,16	..	1,16	..	3	6,26
		1930-31	4,04	56	4,60	1,11	..	1,11	..	4	5,75
Bengal Provincial	2' 6"	1929-30	1,13	9	1,22	39	..	39	7	15	1,77
		1930-31	97	8	1,05	34	..	34	1	13	1,53
Bukhtiarpur-Bihar Light	2' 6"	1929-30	2,08	13	2,21	1,12	2	1,14	..	4	3,39
		1930-31	2,03	12	2,15	1,12	1	1,13	..	3	3,31
Burdwan Katwa	2' 6"	1929-30	1,58	9	1,67	35	..	35	..	5	2,07
		1930-31	1,38	8	1,46	43	..	43	..	5	1,94
Cutch State	2' 6"	1929-30	53	18	71	55	6	61	..	5	1,37
		1930-31	60	8	68	38	6	44	..	9	1,21

* Information not furnished.

6.—Details of Gross Earnings of each Railway System for the years 1929-30 and 1930-31—concl'd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds & remissions).
			Earnings from passengers carried (excluding refunds & remissions).	Other coaching earnings (excluding refunds & remissions).	Total coaching earnings (excluding refunds & remissions).	Earnings from goods carried (excluding refunds & remissions).	Other goods earnings (excluding refunds & remissions).	Total goods earnings (excluding refunds & remissions).	Electric telegraph earnings (excluding refunds & remissions).	Other miscellaneous earnings (excluding refunds & remissions).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS III—concl'd.											
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Dehri-Rohas Light . . .	2' 6"	1929-30	32	1	33	2,54	..	2,54	1	6	2,94
		1930-31	30	1	31	1,94	..	1,94	1	6	2,32
Dholpur-Bari . . .	2' 6"	1929-30	65	2	67	1,50	..	1,50	..	2	2,19
		1930-31	59	2	61	1,29	..	1,29	1	1	1,82
Futwah-Islampur . . .	2' 6"	1929-30	1,23	3	1,26	28	1	29	..	2	1,57
		1930-31	1,17	3	1,20	38	..	38	..	2	1,60
Gwalior Light . . .	2' 6"	1929-30	3,52	22	3,74	4,37	—12	4,25	9	16	8,24
		1930-31	3,15	19	3,34	3,28	7	3,35	8	12	6,89
Howrah-Sheakhala Light . . .	2' 0"	1929-30	1,43	27	1,70	42	..	42	..	21	2,33
		1930-31	1,32	30	2,12	30	..	30	..	2	2,44
Jagadhri Light . . .	2' 0"	1929-30	11	..	11	9	..	9	..	2	22
		1930-31	6	..	6	8	..	8	..	4	18
Jessore-Jhenidah . . .	2' 6"	1929-30	55	4	59	47	1	48	..	1	1,08
		1930-31	†	†	†	†	†	†	†	†	†
Jorhat (Provincial) . . .	2' 0"	1929-30	†	†	†	†	†	†	†	†	†
		1930-31	†	†	†	†	†	†	†	†	1,76
Kalighat-Falta . . .	2' 6"	1929-30	1,95	3	1,98	81	..	81	..	7	2,83
		1930-31	1,71	3	1,74	64	..	64	..	9	2,47
Kulasekarapatnam Light . . .	2' 0"	1929-30	71	1	72	57	..	57	..	..	1,29
		1930-31	76	1	77	53	..	53	..	..	1,30
Matheran Light . . .	2' 0"	1929-30	90	..	90	18	..	18	..	..	1,08
		1930-31	66	16	82	18	..	18	..	..	1,00
Porbandar State . . .	3' 3½"	1929-30	1,41	11	1,52	2,15	1	2,16	..	43	4,11
		1930-31	1,32	12	1,44	1,97	2	1,99	2	39	3,84
Tezpore-Balipara Light . . .	2' 6"	1929-30	50	13	63	1,18	..	1,18	1	6	1,88
		1930-31	51	13	64	1,07	..	1,07	1	7	1,79
Trivellore Light . . .	2' 0"	1929-30	5	..	5	..	..	..	..	..	5
		1930-31	4	†	4	†	†	†	†	†	4
Udaipur-Chitorgarh . . .	3' 3½"	1929-30	3,17	30	3,47	2,95	4	2,99	1	3	5,60
		1930-31	3,39	42	3,81	1,88	3	1,91	2	3	5,77
Total Class III Railways . . .		1929-30	31,33	2,51	34,34	21,96	4	22,00	14	1,51	58,46
		1930-31	29,02	3,00	32,02	18,60	20	18,80	17	1,26	54,03
Other items not included in the preceding heads.‡		1929-30	..	..	..	..	..	..	..	..	—615
		1930-31	..	..	..	..	..	..	..	..	—5,60
GRAND TOTAL . . .	..	1929-30	(a) 38,58,70	(a) 6,18,25	44,67,18	(a) 68,80,59	(a) 71,44	69,09,44	11,55	2,25,65	(a) 1,16,08,14
		1930-31	(a) 34,29,48	(a) 5,76,10	39,96,64	(a) 64,40,69	(a) 54,86	64,55,52	10,50	1,98,16	(a) 1,06,57,00

† Information not furnished.

(a) Includes refunds and remissions in the case of Class I Railways but excludes the same in the case of Class II and III Railways.

‡ For details see foot-note in statement No. 5 for the year concerned.

7.—Details of Working Expenses* of each Railway

Railway System,	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3' 3½"	1929-30	36,52	16.44	37,63	16.94	13,48	6.06	..	..
		1930-31	34,31	16.30	32,74	15.56	11,09	5.27	..	..
Bengal and North-Western	3' 3½"	1929-30	35,57	9.80	46,96	12.94	17,38	4.79	..	..
		1930-31	33,33	10.41	46,97	14.46	16,30	5.02	..	..
Bengal-Nagpur	5' 6"	1929-30	2,13,30	24.30	1,12,83	24.24	96,46	10.99	..	..
		1930-31	1,42,50	18.52	1,74,18	22.64	77,61	10.09	..	..
	2' 6"	1929-30	13,18	25.35	15,31	29.45	7,30	14.04	..	..
		1930-31	14,74	34.34	14,76	34.39	4,55	10.59	..	..
	5' 6"	1929-30	76,54	11.21	1,34,56	19.70	51,84	7.59	38,02	5.57
		1930-31	72,62	11.61	1,35,12	21.61	44,86	7.18	35,44	5.67
Bombay, Baroda and Central India.	3' 3½"	1929-30	63,95	11.26	1,12,84	19.87	44,79	7.89	12,30	2.16
		1930-31	65,00	12.13	1,15,41	21.54	40,49	7.54	11,84	2.21
	2' 6"	1929-30	1,80	18.91	3,13	32.73	74	7.66	7	0.76
		1930-31	2,28	23.95	2,72	28.53	74	7.71	7	0.69
Burma	3' 3½"	1929-30	85,04	17.46	95,96	19.71	34,04	6.99	..	..
		1930-31	84,83	20.05	99,94	23.61	37,58	8.88	..	..
	5' 6"	1929-30	79,21	17.66	79,53	17.73	42,47	9.47	..	..
		1930-31	73,63	18.7	75,43	19.1	43,65	11.1	..	..
Eastern Bengal†	3' 3½"	1929-30	44,20	19.39	40,03	16.66	22,28	9.27	..	..
		1930-31	41,92	21.4	40,81	20.8	23,74	12.1	..	..
	2' 6"	1929-30	51	29.50	44	24.70	27	15.56	..	..
		1930-31	51	29.00	41	23.50	22	12.60	..	..
East Indian	5' 6"	1929-30	2,57,16	13.01	3,68,76	18.66	2,07,27	10.49	..	..
		1930-31	2,27,48	12.40	3,48,08	18.97	2,05,12	11.18	..	..
Great Indian Peninsula	5' 6"	1929-30	2,05,23	13.83	3,44,93	23.25	1,38,31	9.32	79,89	5.38
		1930-31	2,07,96	15.28	3,17,32	23.33	1,44,58	10.63	88,13	6.48
	2' 6"	1929-30	†	†	†	†	†	†	†	†
		1930-31	†	†	†	†	†	†	†	†
Jodhpur	3' 3½"	1929-30	20,21	21.57	17,93	19.14	7,15	7.63	..	..
		1930-31	9,36	9.66	18,11	18.70	7,91	8.17	..	..

*Including Replacement and Renewal or Appropriation to Depreciation fund as the case may be.

† Converted into 3' 3½" gauge from 1st August 1928.

‡ Separate figures, under each Abstract, are not furnished.

system for the years 1929-30 and 1930-31 (In thousands of rupees).

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	
										CLASS I.
5.99	2.70	27.64	12.44	12.38	5.57	8.92	4.02	1,42,56	64.17	Assam-Bengal.
5.83	2.77	27.46	13.05	12.15	5.77	8.60	4.09	1,32,18	62.81	
7.76	2.13	29.38	8.10	15.95	4.40	4.44	1.22	1,57,44	43.38	Bengal and North Western.
8.12	2.50	30.29	9.32	15.86	4.88	3.72	1.15	1,55,09	47.74	
8.50	0.97	1,12,39	12.80	45.66	5.20	43.93	5.00	7,33,07	83.50	Bengal-Nagpur.
7.70	1.00	1,02,18	13.28	46.73	6.07	43.73	5.68	5,94,63	77.28	
..	..	6.43	12.38	3.54	6.82	99	1.90	46,75	89.94	
..	..	6.42	14.96	3.48	8.10	99	2.32	44,94	104.70	
..	..	76.02	11.73	29.48	4.32	24.89	3.64	4,31,35	63.16	
..	..	79.67	12.74	29.87	4.78	27.70	4.43	4,25,28	68.02	
..	..	52.35	9.22	26.29	4.63	20.68	3.62	3,33,20	58.65	Bombay, Baroda and Central India.
..	..	52.46	9.79	26.60	4.97	20.58	3.84	3,32,38	62.02	
..	..	1.27	13.33	41	4.25	12	1.18	7,54	78.82	
..	..	1.45	15.23	58	6.04	14	1.51	7,98	83.66	
3.62	0.74	47.89	9.82	20.01	4.11	20.06	4.12	3,06,53	62.95	Burma.
4.40	1.04	49.02	11.58	20.64	4.88	17.51	4.14	3,13,92	74.18	
..	..	65.08	15.09	25.39	5.66	22.72	5.08	3,14,40	70.69	
..	..	61.63	15.6	26.11	6.62	27.12	6.88	3,07,57	78.00	
7.60	3.16	27.99	10.58	10.02	4.14	8.69	3.60	1,60,31	65.86	Eastern Bengal.
7.07	3.60	29.91	15.2	10.56	5.36	9.73	4.96	1,63,74	83.40	
..	..	17	7.70	3	1.92	2	0.83	1,44	80.21	
..	..	30	17.10	9	5.20	3	1.10	1,56	88.50	
1.28	0.06	2,37,89	12.04	92.78	4.70	77.98	3.95	12,43,12	62.91	East Indian.
1.17	0.06	2,45,36	13.37	95.64	5.21	93.82	5.11	12,16,67	66.30	
..	..	1,54,54	10.42	66.33	4.47	54.65	3.69	10,43,88	70.36	Great Indian Peninsula.
..	..	1,67,21	12.29	68.11	5.01	57.35	4.22	10,50,66	77.16	
†	†	†	†	†	†	†	†	8.05	45.90	
†	†	†	†	†	†	†	†	6.62	45.00	
..	..	8.93	9.53	6.89	6.29	2.94	3.14	63,05	67.30	Jodhpur.
..	..	9.82	10.15	6.03	6.22	3.41	3.56	54,67	56.46	

† Separate figures, under each Abstract are not furnished.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—concl'd.										
Madras and Southern Mahratta.	5' 6"	1929-30 .	54,16	10.20	1,08,02	20.40	42,28	7.98	..	..
		1930-31 .	49,20	10.40	1,03,83	22.10	31,91	6.77	..	..
	3' 3½"	1929-30 .	45,35	11.10	83,64	20.40	25,85	6.30	..	..
		1930-31 .	41,48	11.40	75,12	20.70	30,30	8.35	..	..
Nizam's State.	5' 6"	1929-30 .	6,12	4.35	17,64	12.55	6	0.04	..	..
		1930-31 .	13,74	9.70	19,44	13.85	9,62	6.85	..	..
	3' 3½"	1929-30 .	8,12	8.33	19,37	19.89	3,52	3.61	..	..
		1930-31 .	19,09	20.45	16,70	17.89	6,50	6.97	..	..
North Western (Commercial.)	5' 6"	1929-30 .	2,91,42	18.01	3,43,52	21.46	1,59,13	9.97	..	..
		1930-31 .	2,84,34	18.69	3,69,00	24.25	1,58,70	10.43	..	..
	2' 6"	1929-30 .	13,11	48.27	17,64	52.99	5,52	16.28	..	..
		1930-31 .	15,58	41.29	16,45	43.60	4,08	10.82	..	..
North Western (Military)	5' 6"	1929-30 .	59,93	39.75	59,23	39.29	21,85	14.49	..	..
		1930-31 .	54,06	38.59	63,79	45.53	21,55	15.38	..	..
	2' 6"	1929-30 .	10,51	129.89	9,67	119.45	2,03	25.07	..	..
		1930-31 .	10,07	129.27	7,31	93.84	2,32	29.78	..	..
	2' 0"	1929-30 .	..	..	..	..	..	..	..	..
		1930-31 .	5,98	..	1,89	..	1,04	..	..	..
Total North Western ..		1929-30 .	3,74,97	20.87	4,30,06	24.06	1,88,53	10.55	..	..
		1930-31 .	3,70,03	21.67	4,58,44	26.85	1,87,69	11.00	..	..
Rohilkund and Kumaon	3' 3½"	1929-30 .	8,10	12.49	10,89	16.81	4,02	6.20	..	..
		1930-31 .	8,85	13.50	11,00	16.77	4,18	6.37	..	..
South Indian	5' 6"	1929-30 .	†	†	†	†	†	†	..	..
		1930-31 .	†	†	†	†	†	†	..	..
	3' 3½"	1929-30 .	†91,40	†13.69	†1,38,65	†20.77	†35,02	†5.25	..	..
		1930-31 .	†81,29	†13.27	†1,28,69	†21.01	†31,59	†5.16	..	..
	2' 6"	1929-30 .	†	†	†	†	†	†	..	..
		1930-31 .	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	..	1929-30 .	17,20,64	15.34	23,19,11	20.68	9,83,06	8.77	1,30,28	1.16
		1930-31 .	15,94,65	15.51	22,35,22	21.73	9,60,23	9.34	1,35,48	1.32

* Including Replacement and Renewal or Appropriation to Depreciation Fund as the case may be.

† Included with 3' 3½" gauge.

system for the years 1929-30 and 1930-31 (In thousands of rupees)—contd.

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
CLASS I—concl.										
..	..	29.47	5.56	21.24	4.00	21.17	4.00	2,76.34	52.14	Madras and Southern Mahratta.
..	..	35.69	7.58	22.01	4.67	20.99	4.46	2,63.63	56.0	
7.94§	1.71	29.05	7.08	17.94	4.37	12.56	3.06	2,21.43§	54.02	
5.35§	1.47	34.43	9.48	18.85	5.19	13.06	3.60	2,18.59§	60.20	
..	..	16.19	11.52	6.96	4.96	4.73	3.36	51.70	36.78	Nizam's State.
..	..	11.02	7.86	7.26	5.17	3.21	2.29	64.29	45.80	
..	..	8.68	8.91	6.77	6.95	3.16	3.24	49.62	50.93	
..	..	8.34	8.98	7.23	7.74	2.82	3.02	60.68	65.00	
..	..	1,67.83	10.45	77.85	4.89	64.45	4.04	11,04.20	68.82	North Western (Commercial).
..	..	1,66.22	10.92	78.95	5.19	64.99	4.27	11,22.20	73.75	
1.66	4.53	6.76	22.42	1.53	4.14	81	2.37	47.03	151.06	
1.40	3.71	6.58	17.44	1.74	4.61	65	1.72	46.48	123.19	
..	..	23.05	15.29	11.07	7.34	7.42	4.92	1,32.55	121.08	North Western (Military).
..	..	23.94	17.09	13.53	9.66	7.63	5.45	1,84.50	131.70	
..	..	2.21	27.24	67	8.31	34	4.25	25.43	314.18	
..	..	2.71	34.79	1.37	17.58	42	5.39	24.20	310.65	
..	..	..	..	..	..	..	..	..	..	Total North Western.
..	..	..	..	..	..	..	..	8.91	..	
1.66	0.09	1,99.85	11.18	91.12	5.09	73.02	4.08	13,59.21	76.02	
1.40	0.08	1,90.45	11.68	95.59	5.60	73.89	4.32	13,86.29	81.20	
..	..	6.08	9.37	4.14	6.39	—5	—0.08	33.18	51.18	Rohilkund and Kumaon.
..	..	6.19	9.45	4.27	6.51	—8	—0.12	34.41	52.48	
†	†	†	†	†	†	†	†	1,04.88	54.87	South Indian.
†	†	†	†	†	†	†	†	99.90	54.14	
†17.17	†2.57	†53.21	†7.97	†31.62	†4.74	†30.00	†4.50	2,87.76	60.8	
†4.63	†0.76	†57.35	†9.36	†31.88	†5.21	†29.21	†4.77	2,60.19	61.29	
†	†	†	†	†	†	†	†	4.43	118.45	
†	†	†	†	†	†	†	†	4.55	132.65	
60.62	0.54	11,90.41	10.63	5,33.95	4.76	4,35.62	3.89	73,81.74	65.83	TOTAL CLASS I RAILWAYS.
45.67	0.44	12,15.65	11.82	5,49.54	5.34	4,57.36	4.44	72,00.42	70.01	

† Includes 5' 6" and 2' 6" gauges.

§ Includes Harbour expenditure.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light . . .	2' 6"	1929-30 .	2.05	8.00	5.00	19.54	1.04	4.05	..	..
		1930-31 .	1.85	8.83	5.08	24.25	1.05	5.00	..	..
Bengal Dooars . . .	3' 3½"	1929-30 .	6.04	22.01	2.51	9.20	71	2.60	..	..
		1930-31 .	4.72	19.91	2.43	10.25	70	2.94	..	..
Bhavnagar State . .	3' 3½"	1929-30 .	3.31	10.41	6.21	19.54	2.02	6.37	..	..
		1930-31 .	3.37	11.19	6.66	22.13	1.22	4.06	..	..
Bikaner State . . .	3' 3½"	1929-30 .	5.96	13.26	11.97	26.62	3.06	6.80	..	..
		1930-31 .	6.66	13.74	12.45	25.67	4.04	8.34	..	..
Darjeeling-Himalayan .	2' 0"	1929-30 .	1.43	9.04	3.15	19.86	1.01	6.37	..	..
		1930-31 .	1.40	9.07	3.22	20.92	96	6.22	..	..
Dibru-Sadiya . . .	3' 3½"	1929-30 .	3.07	10.17	4.92	16.24	2.61	8.63	..	..
		1930-31 .	3.23	10.20	5.31	16.77	2.60	8.20	..	..
Gaekwar's Baroda State.	2' 6"	1929-30 .	2.81	11.75	4.29	17.93	1.61	6.71	..	..
		1930-31 .	3.31	14.96	4.03	18.24	1.61	7.29	..	..
Gondal	3' 3½"	1929-30 .	2.46	9.46	4.65	17.87	96	3.67	..	..
		1930-31 .	4.50	18.26	4.98	20.17	1.12	4.54	..	..
Howrah-Amta Light . .	2' 0"	1929-30 .	2.04	13.10	1.65	14.69	96	8.49	..	..
		1930-31 .	2.23	21.25	1.63	15.53	90	8.59	..	..
Jamnagar and Dwarka .	3' 3½"	1929-30 .	3.26	21.47	4.31	23.42	1.17	7.70	..	..
		1930-31 .	2.69	18.63	3.88	26.87	78	5.39	..	..
Junagad State . . .	3' 3½"	1929-30 .	2.44	16.98	2.34	19.79	65	4.57	..	..
		1930-31 .	2.71	19.60	3.13	22.59	70	5.04	..	..
Morvi	3' 3½"	1929-30 .	1.61	7.66	5.57	26.43	1.01	4.80	..	..
		1930-31 .	3.01	14.81	4.69	23.04	1.11	5.45	..	..
Mysore	3' 3½"	1929-30 .	7.66	22.50	9.87	23.98	3.17	9.31	..	..
		1930-31 .	5.71	18.92	8.02	26.64	2.42	8.03	..	..
	2' 6"	1929-30 .	84	18.85	1.97	23.99	28	6.23	..	..
		1930-31 .	1.07	31.28	1.20	35.09	42	12.28	..	..
	2' 0"	1929-30 .	10	19.14	13	24.02	4	6.30	..	..
		1930-31 .	4	8.00	10	20.00	2	4.00	..	..
Shahdara (Delhi) Saharanpur Light.	2' 6"	1929-30 .	1.05	9.89	1.19	11.27	31	2.90	..	..
		1930-31 .	80	8.87	1.17	13.05	32	3.62	..	..
TOTAL CLASS II RAILWAYS	..	1929-30 .	46.13	13.44	69.33	20.21	20.61	6.01	..	..
		1930-31 .	47.30	14.59	67.98	20.97	19.97	6.16	..	..

* Including Replacement and Renewal or Appropriation to Depreciation Fund as the case may be.

System for the years 1929-30 and 1930-31 (In thousands of rupees)—contd.

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	
...	..	2,10	8.19	2,63	10.26	95	3.70	13,77	53.74	Class II.
...	..	2,13	10.17	2,64	12.63	92	4.39	13,67	65.27	Barsi Light.
21	0.80	2,37	8.60	1,95	7.11	62	2.31	14,41	52.63	Bengal Doars.
21	0.89	2,23	9.41	2,07	8.73	72	3.04	13,08	55.17	Bengal Doars.
...	..	4,24	13.37	2,25	7.09	74	2.33	18,77	59.11	Bhavnagar State.
...	..	4,20	13.97	2,26	7.51	84	2.79	18,55	61.65	Bhavnagar State.
...	..	4,61	10.25	2,65	5.90	81	1.80	29,06	64.63	Bikaner State.
...	..	5,24	10.80	2,79	5.76	87	1.80	32,05	66.11	Bikaner State.
...	..	2,53	15.97	1,44	9.10	1,30	8.21	\$13,74	\$63.50	Darjeeling Himalayan.
...	..	2,47	16.03	1,35	8.79	1,30	8.49	\$13,20	\$64.64	Darjeeling Himalayan.
...	..	2,45	8.08	1,73	5.72	11	0.36	14,89	49.20	Dibru-Sadiya.
...	..	2,42	7.64	1,70	5.37	11	0.35	15,37	48.53	Dibru-Sadiya.
...	..	3,76	15.73	1,95	8.14	40	1.68	18,42	76.99	Gaekwar's Baroda State.
...	..	3,51	15.85	2,05	9.27	40	1.80	18,51	33.69	Gaekwar's Baroda State.
...	..	2,70	10.35	1,18	4.55	41	1.57	12,36	47.47	Gondal.
...	..	2,81	11.38	1,32	5.35	41	1.63	15,14	61.38	Gondal.
...	..	1,30	15.99	66	5.84	37	3.26	2,48	66.37	Howrah-Amta Light.
...	..	1,87	17.82	67	6.38	39	3.80	7,69	73.37	Howrah-Amta Light.
...	..	1,57	10.38	1,10	7.25	38	2.49	11,79	77.71	Jamnagar and Dwarka.
...	..	1,80	12.46	1,16	8.01	45	3.15	10,76	74.51	Jamnagar and Dwarka.
...	..	1,62	11.29	84	5.83	31	2.15	3,70	60.61	Junagad State.
...	..	1,94	14.01	98	7.19	31	2.22	9,78	70.65	Junagad State.
...	..	1,56	7.40	72	3.40	96	4.58	11,43	64.32	Morvi.
...	..	1,98	9.73	69	3.41	84	4.14	12,32	60.58	Morvi.
...	..	5,08	14.90	2,16	6.35	41	1.22	23,35	33.26	Mysore.
...	..	4,60	15.26	2,47	8.20	1,07	3.56	24,29	80.62	Mysore.
...	..	68	15.24	28	6.28	15	3.36	3,30	74.00	Mysore.
...	..	53	15.50	28	8.19	14	4.09	3,64	106.43	Mysore.
...	..	7	15.10	3	6.29	2	3.10	39	73.95	Mysore.
...	..	7	14.00	4	8.00	2	4.00	29	58.00	Mysore.
...	..	1,23	11.64	52	4.91	30	2.84	4,60	43.45	Shahdara (Delhi) Sahasranpur Light.
...	..	1,17	13.01	53	5.91	28	3.18	4,27	47.64	Shahdara (Delhi) Sahasranpur Light.
21	0.06	38,37	11.18	22,09	6.44	8,24	2.40	2,11,46	61.64	TOTAL CLASS II RAILWAYS.
21	0.06	38,97	12.02	23,01	7.10	9,07	2.80	2,12,01	65.57	TOTAL CLASS II RAILWAYS.

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§ Includes the Darjeeling Himalayan Extension Railway not included in details.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of structural works,		Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
†Aden	3' 3½"	1929-30 .	†	†	†	†
		1930-31 .	†	†	†	†
Ahmadpur-Katwa	2' 6"	1929-30 .	30	22.51	43	32.19
		1930-31 .	39	33.32	42	36.67
Arrah-Sasaram Light	2' 6"	1929-30 .	35	19.55	75	17.43
		1930-31 .	123	29.36	71	17.07
Bankura-Damoodar River	2' 6"	1929-30 .	63	31.26	36	42.23
		1930-31 .	79	48.43	71	43.73
Baraset-Basirhat Light	2' 6"	1929-30 .	1.43	22.84	1.60	25.59
		1930-31 .	1.36	23.56	1.44	25.14
Bengal Provincial	2' 6"	1929-30 .	27	15.13	47	26.78
		1930-31 .	28	18.02	51	32.82
Bukhtiarpur-Bihar Light	2' 6"	1929-30 .	66	19.31	39	26.07
		1930-31 .	84	25.35	63	20.49
Burdwan-Katwa	2' 6"	1929-30 .	35	17.08	64	30.75
		1930-31 .	50	25.69	62	32.28
Cutch State	2' 6"	1929-30 .	16	11.48	23	20.78
		1930-31 .	15	12.43	29	23.69
Dehri-Rohtas Light	2' 6"	1929-30 .	35	11.96	64	21.59
		1930-31 .	31	13.34	65	28.14
Dholpur-Bari	2' 6"	1929-30 .	19	8.61	54	24.63
		1930-31 .	23	11.87	53	28.17
Futwah-Islampur	2' 6"	1929-30 .	30	19.50	26	16.56
		1930-31 .	42	26.22	30	18.93

* Including Replacement and Renewal or Appropriation to Depreciation Fund as the case may be.
† Information not furnished, as the line has been dismantled.

System for the years 1929-30 and 1930-31 (in thousands of rupees)—contd.

Expenses of Traffic Department.		Expenses of General Department.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	
								CLASS III.
†	†	†	†	†	†	9.75	2,074.46	} Aden.
†	†	†	†	†	†	6	300.00	
33	24.66	21	15.64	3	2.09	1.30	97.09	} Ahmadpur-Katwa.
30	26.01	20	17.25	5	3.96	1.36	117.21	
59	13.61	38	8.76	10	2.31	2.67	61.66	} Arrah-Sasaram Light.
49	11.72	33	7.78	9	2.24	2.85	68.17	
41	20.40	36	17.68	4	2.01	2.30	113.63	} Bankura-Damoodar River.
41	25.45	36	21.88	5	3.27	2.32	142.81	
1,01	16.08	46	7.38	14	2.29	4.64	74.18	} Baraset-Basirhat Light.
99	17.16	47	8.15	17	2.94	4.43	76.95	
29	16.73	20	11.24	2	0.94	1.25	70.82	} Bengal Provincial.
30	19.22	22	14.12	1	1.39	1.32	85.57	
43	12.80	27	8.05	5	1.56	2.30	67.79	} Bukhtiarpur-Bihar Light.
49	14.69	27	8.30	7	1.99	2.35	70.82	
37	17.71	26	12.37	3	1.61	1.65	79.52	} Burdwan-Katwa.
37	18.80	23	11.84	3	1.57	1.75	90.18	
11	8.04	13	9.40	..	0.21	68	49.91	} Cutch State.
11	8.76	10	8.67	..	0.25	65	53.86	
23	7.91	25	8.56	5	1.77	1.52	51.79	} Dehri-Rohtas Light.
22	9.26	25	10.84	5	2.19	1.48	63.77	
18	8.41	18	8.30	1	0.34	1.10	50.34	} Dholpur-Bari.
19	9.78	16	8.26	2	0.86	1.13	58.94	
23	14.46	15	9.61	2	1.39	96	61.52	} Ferozpur-Islampur.
23	14.54	16	9.78	3	1.69	1.14	71.16	

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—concl'd.						
Gwalior Light	2' 0"	{ 1929-30 1930-31	85 96	10·26 13·88	2,52 2,44	30·60 35·33
Howrah-Sheakhala Light	2' 0"	{ 1929-30 1930-31	47 66	19·87 26·96	56 60	23·93 24·45
Jagadhri Light	2' 0"	{ 1929-30 1930-31	2 2	9·79 8·59	10 7	47·46 41·17
Jesore-Jhenidah	2' 6"	{ 1929-30 1930-31	17 †	15·74 †	60 †	55·56 †
Jornat (Provincial)	2' 0"	{ 1929-30 1930-31	† †	† †	† †	† †
Kalighat-Falta	2' 6"	{ 1929-30 1930-31	44 45	15·44 18·20	1,03 1,00	36·01 40·55
Kulasekarapatnam Light	2' 0"	{ 1929-30 1930-31	27 22	21·12 17·10	48 57	37·21 43·89
Matheran Light	2' 0"	{ 1929-30 1930-31	11 2	10·19 2·00	41 51	37·97 51·00
Porbandar State	3' 3½"	{ 1929-30 1930-31	39 84	9·35 21·91	1,85 1,85	45·11 48·30
Tezporo-Balipara	2' 6"	{ 1929-30 1930-31	29 27	15·15 15·04	51 55	27·25 30·89
Trivellore Light	2' 0"	{ 1929-30 1930-31	.. ..	.. 9·22	5 3	100·16 77·94
Udaipur-Chitorgarh	3' 3½"	{ 1929-30 1930-31	1,02 1,12	18·26 19·46	1,58 1,72	23·11 29·83
TOTAL CLASS III RAILWAYS		{ 1929-30 1930-31	9,52 11,06	16·29 20 47	17,05 16,20	29·17 29·98

*Including Replacement and Renewal or Appropriation to Depreciation Fund as the case may be.
†Information not furnished.

System for the years 1929-30 and 1930-31 (in thousands of rupees)—concl'd.

Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings	
8	9	10	11	12	13	14	15	
63	7.64	71	8.67	33	4.01	5.04	61.18	CLASS III—concl'd. Gwalior Light.
62	9.06	66	9.65	33	4.75	5.01	72.67	
34	14.73	25	10.84	6	2.72	1.68	72.09	Howrah-Sheakhala Light.
33	13.70	26	10.83	7	2.87	1.92	78.81	
6	28.14	3	12.94	..	0.21	21	98.54	Jagadhri Light.
5	29.33	3	14.44	..	0.03	17	93.56	
20	18.52	17	15.74	1	0.92	1.15	106.48	Jessore-Jhenidah.
†	†	†	†	†	†	†	†	
†	†	†	†	†	†	†	†	Jorhat (Provincial.)
†	†	†	†	†	†	176	100.00	
61	21.17	34	11.81	6	2.18	2.48	86.61	Kalighat-Falta.
54	21.76	37	15.20	9	3.68	2.45	99.39	
9	7.26	2	1.63	..	..	36	67.22	Kulasekarapanam Light.
16	11.99	4	2.73	..	..	99	75.71	
12	11.11	19	17.59	9	8.32	92	85.18	Matheran Light.
10	10.00	10	10.00	7	7.00	80	80.00	
42	10.25	43	10.47	8	1.92	3.17	77.10	Porbandar State.
45	11.66	47	12.16	11	2.97	3.72	97.00	
30	16.12	20	10.76	4	1.88	1.34	71.16	Tezporo-Balipara.
30	17.05	21	14.49	5	2.79	1.38	77.26	
2	38.18	..	5.04	..	7.51	7	150.89	Trivellore Light.
1	30.04	1	18.00	..	6.59	5	141.79	
48	8.53	26	4.67	14	2.52	3.48	62.09	Udaipur-Chitorgarh.
49	8.46	28	4.79	13	2.26	3.74	64.80	
7.45	12.76	5.45	9.32	1.30	2.22	50.52	86.42	TOTAL CLASS III RAILWAYS.
7.15	13.23	5.18	9.59	1.42	2.63	42.83	79.27	

STATISTICAL STATEMENTS.

8.—Mileage

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1931.				TRACK MILEAGE OPEN ON 31st MARCH 1931.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam-Bengal—	3' 3½"	1-7-95	1,106-38	..	..	1,106-38	1,106-38	223-90	15-08	1,345-36
	Chaparmukh-Silghat . . .	3' 3½"	30-3-20	50-81	..	..	50-81	50-81	3-60	..	54-41
	Katakhal Lalabazar . . .	3' 3½"	1-4-23	23-49	..	..	23-49	23-49	1-03	..	24-52
	Mymensingh-Bhairab Bazar . . .	3' 3½"	20-6-17	100-68	..	..	100-68	100-68	18-94	0-36	119-98
	Total—1			1,281-36	..	..	1,281-36	1,281-36	247-47	15-44	1,544-27
2	Bengal and North Western—	3' 3½"	2-4-84	1,308-45	..	..	1,308-45	1,308-45	269-05	15-31	1,592-81
	Mashrak to Thawe . . .	3' 3½"	..	..	..	..	..	..	..	..	..
	Tirhoot	3' 3½"	1-11-75	795-81	10-05	..	805-86	815-91	190-90	8-45	1,015-26
	Total—2			2,104-26	10-05	..	2,114-31	2,124-36	459-95	23-76	2,608-07
3	Bengal-Nagpur—	5' 6"	6-4-80	2,093-76	250-58	..	2,344-34	2,594-92	618-48	127-85	3,341-25
	Annapur-Manendragadh . . .	5' 6"	17-6-28	53-85	..	..	53-85	53-85	3-18	1-75	58-78
	Mayurbhanj	2' 6"	20-1-05	70-64	..	..	70-64	70-64	3-61	0-10	74-35
	Parlakimedi Light	2' 6"	1-4-00	40-37	..	..	40-37	40-37	2-29	..	42-66
	Purulia-Ranchi	2' 6"	15-11-07	116-54	..	..	116-54	116-54	10-91	0-05	127-50
	Raipur-Dhamtari	2' 6"	10-9-00	56-94	..	..	56-94	56-94	4-61	0-65	62-20
	Satpura	2' 6"	18-4-03	625-15	..	..	625-15	625-15	62-80	12-33	700-28
	Tumsar-Throdi Light	2' 0"	1-4-16	18-74	..	..	18-74	18-74	1-61	..	20-25
	Total—3			3,075-99	250-58	..	3,326-57	3,577-15	707-49	142-73	4,427-37

Statement for the year 1930-31.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1930-31.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1931.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COM- MENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
Dhing Bazar to Mairabari.	3.33	..	..	Sholashahar Chittahar gong to Dohazari.	25.00	} State line.	Assam Bengal—
Juriagaon to Dhing Bazar.	†11.59						
..	..	..	..	..	..	} Branch lines under gua- rantee terms.	Chaparmukh-Silghat.
..	..	..	..	..	..		Katakhal-Lalabazar.
..	..	..	..	..	..	Branch line under gua- rantee and rebate terms.	Mymensingh-Bhairab Bazar.
	13.33		..		25.00		Total—1.
..	..	..	..	..	..	Line subsidized by the Government of India.*	Bengal and North Western.
Mashrak-Thawe Extension.	39.32	..	..	..	..	} State lines.	Mashrak to Thawe.
..	..	..	..	..	..		Tirhoot.
	39.32		..		..		Total—2.
Jemadipeta to Rayaghadra.	9.47	} Contai Road to Contai.	33.95	§ Birmitrapur to Guttitanagar.	8.29	} State lines.	Bengal Nagpur—
Harishankar Road to Titilagarh.	34.81			Raipur—Vizianagram	74.01		
Rayaghadra Tharuvalli.	11.79						
Manendragarh to Chirmiri.	13.82	..	..	..	..		Annapur-Manendragarh.
..	..	..	..	..	..	Branch line under rebate terms.	Mayurbhanj.
..	..	..	..	Varanashi to Gunpur	15.63	Indian State line.	Parlakimedi Light.
..	..	..	..	..	..	} State lines.	Purulia-Ranchi.
..	..	..	..	..	..		Raipur-Dhamtari.
..	..	..	..	..	..		Satpura.
..	..	..	..	..	..		Tamsar-Tirodi Light.
	69.39		33.95		97.93		Total—3.

*Receives land only from Government.

† Opened for passenger traffic on 20-4-30.

‡ Excluding 11.59 miles already open for goods traffic.

§ Work suspended.

8.—Mileage

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1931.				TRACK MILEAGE OPEN ON 31st MARCH 1931.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5' 6"	10-2-60	776.26	239.70	*19.44	1,035.40	1,333.16	349.36	107.73	1,790.25
	Nagda-Ujjain	5' 6"	15-7-96	34.79	..	..	34.79	34.79	4.92	..	39.71
	Petlad Cambay (Anand-Tarapur).	5' 6"	5-5-90	21.42	..	..	21.42	21.42	3.08	0.55	25.05
	Petlad Cambay (Tarapur-Cambay).	5' 6"	20-6-01	12.36	..	..	12.36	12.36	3.81	..	16.17
	Tapti Valley	5' 6"	1-12-98	155.72	..	..	155.72	155.72	7.48	4.15	167.35
	Bombay, Baroda and Central India (including Palanpur-Dessa).	3' 3½"	14-2-73	1,891.49	2.68	..	1,894.17	1,897.25	376.25	26.90	2,300.40
	Ahmedabad-Parantij . .	3' 3½"	1-5-97	88.73	..	..	88.73	88.73	8.70	1.49	98.92
	Dhrangadra	3' 3½"	1-6-98	40.28	..	..	40.28	40.28	5.68	1.75	47.71
	Gaekwar's Mehsana . .	3' 3½"	21-3-87	256.01	..	..	256.01	256.01	31.30	3.31	290.62
	Jaipur State	3' 3½"	10-11-05	181.11	..	..	181.11	181.11	11.96	..	193.07
	Bombay, Baroda and Central India	2' 6"	23-11-14	72.28	..	..	72.28	72.28	6.98	1.42	80.68
	Champaner-Shivrajpur-Pani	2' 6"	2-2-11	30.68	..	..	30.68	30.68	2.14	5.08	37.90
	Godhra-Lunavada . . .	2' 6"	4-2-13	25.49	..	..	25.49	25.49	1.51	1.12	28.12
	Nadiad-Kapadvanj . . .	2' 6"	5-3-13	28.18	..	..	28.18	28.18	3.48	1.33	32.99
	Rajpipla State	2' 6"	1-7-97	39.24	..	..	39.24	39.24	2.46	0.99	42.69
	Piplod-Devgad Baria . .	2' 6"	1-1-29	9.52	..	..	9.52	9.52	0.55	1.02	11.09
	Total—4			3,663.56	242.68	19.44	3,925.58	4,226.22	819.66	156.84	5,202.72
5	Burma	3' 3½"	1-5-77	1,850.40	268.88	..	2,057.28	2,264.10	451.90	115.72	2,831.72

*0.26 miles triple and 19.18 miles quadruple.

INDIA

SHOWING RAILWAYS

Open and under construction (1913-14)

1913

Scale 1 inch = 400 miles or 1 inch = 640 km

When the map is used for other purposes, the scale should be altered accordingly.

Legend	Notes
1. Red lines with black dots	Open lines
2. Red lines with white dots	Under construction
3. Blue lines	Proposed lines
4. Green lines	Lines under construction
5. Black lines	Lines under construction
6. Red lines with black dots	Open lines
7. Red lines with white dots	Under construction
8. Blue lines	Proposed lines
9. Green lines	Lines under construction
10. Black lines	Lines under construction



Statement for the year 1930-31—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1930-31.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1931.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COM- MENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
Vasad to Katana	26·61	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Indian State lines.	Nagda-Ujjain.
..	..	..	..	..	..		Petlad Cambay (Anand Tarapur).
..	..	..	..	..	..		Petlad Cambay (Tarapur- Cambay).
..	..	..	..	..	..	Branch line under rebate terms.	Tapti Valley.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India (including Palanpur & Deesa).
..	..	..	..	..	..	Branch line under rebate terms.	Ahmedabad-Parantij.
..	..	Halvad to Malja ..	26·00	..	..	Indian State lines.	Dhrangadra.
..	..	{ Khalipur to Khakhals	17·22	..	..		Gackwar's Mehsana.
..	..	{ Wagrod to Khareda	12·44				
		{ Vijapur to Ransipur§	14·01				
..	..	..	..	..	..		Jaipur State.
..	..	..	..	..	..	State lines.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch lines under re- bate terms.	Champaner-Shivrajpur-Pani
..	..	..	..	..	..		Godhra-Lunavada.
..	..	..	..	..	..		Nadiad-Kapadvanj.
..	..	..	..	..	..	Indian State lines.	Rajpipla State.
..	..	Devgad Bojra to Lundia.	19·00	..	..		Piplod-Devgad Baria.
	26·61		88·67				Total.
Nyaungdo to Kyanpadaung.	10·97	Trans-Irrawaddy section of Minbu and Pakokku District Rys. (Malun to end).	270·87	Taungdwingyi to Patanago § Irrawaddy Bridge at Sogaing and Appro- aches.	41·00 4·86	State line.	Burma.
	10·97				45·86		

H30CR.Accts.

§ Work suspended.

8.—Mileage
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1931.				TRACK MILEAGE OPEN ON 31ST MARCH 1931.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
6	Eastern Bengal— . . .	5' 6"	2-1-02	634.53	133.25	22.60 (quad-ruple).	790.38	991.43	529.10	38.65	1,559.18
	Sara-Sirajganj . . .	5' 6"	1-7-15	49.66	..	..	49.66	49.66	28.57	..	78.23
	Eastern Bengal . . .	3' 3½"	28-8-77	976.42	7.29	..	983.71	991.00	293.22	9.32	1,293.54
	Cooch Behar State . . .	3' 3½"	15-9-93	33.09	..	..	33.09	33.09	2.42	0.28	35.79
	Eastern Bengal . . .	2' 6"	18-7-81	17.14	..	..	17.14	17.14	1.28	..	18.42
	Khulna-Bagerhat . . .	2' 6"	10-6-18	19.75	..	..	19.75	19.75	1.95	..	21.70
	Total—6 . . .			1,730.59	140.54	22.60	1,893.73	2,102.07	856.54	48.25	3,006.86
7	East Indian— . . .	5' 6"	15-8-54	†3,172.47	870.04	†58.76	4,101.27	5,123.74	1,594.75	204.15	6,922.64
	Hardwar-Dehra . . .	5' 6"	1-3-00	32.04	..	..	32.04	32.04	4.79	..	36.83
	South Bihar . . .	5' 6"	5-7-99	75.82	..	..	75.82	75.82	7.96	..	83.78
	Cawnpore-Burhwal Link . . .	3' 3½"	24-11-96	(a) 82.52	..	..	(a) 82.52	82.52	12.20	1.19	95.91
	Total—7 . . .			3,362.85*	870.04	58.76	4,291.65	5,314.12	1,619.70	205.34	7,139.16
8	Great Indian Peninsula (b) . . .	5' 6"	18-4-53	2,375.11	772.64	33.39	3,181.14	4,053.95	1,018.79	92.96	5,165.70
	Bhopal-Itarsi (Indian State Section). . .	5' 6"	1-11-84	56.64	..	..	56.64	56.64	25.77	..	82.41
	Bhopal-Ujjain . . .	5' 6"	11-11-95	113.28	..	..	113.28	113.28	9.24	..	122.52
	Bina-Goonna-Baran . . .	5' 6"	23-9-95	147.07	..	..	147.07	147.07	10.71	..	157.78
	Dharwa-Pusad . . .	2' 6"	..	..	..	..	..	..	..	..	..
	Dhond-Baramati . . .	2' 6"	20-5-14	27.26	..	..	27.26	27.26	1.24	0.45	28.95
	Ellichpur Yeotmal . . .	2' 6"	1-12-13	117.81	..	..	117.81	117.81	10.42	0.17	128.40
	Pachora-Jamner . . .	2' 6"	1-4-18	34.76	..	..	34.76	34.76	2.08	0.85	37.67
	Pulgaon-Arvi . . .	2' 6"	25-9-17	21.83	..	..	21.83	21.83	1.18	0.54	23.55
	Total—8 . . .			2,893.76	772.64	33.39	3,699.79	4,572.60	1,079.41	94.97	5,746.98

† Includes 16.79 miles of mixed (5' 6" and 3' 3½") gauge line between Burhwal and Barabanki.

‡ 30.58 miles triple, 23.18 miles quadruple and 3.26 miles quintuple and 1.74 miles-sextuple.

(a) Including the mixed gauge line referred to in the note marked with † above and also 2.18 miles of E. I. Railway metre gauge line at Benares.

(b) Includes Agra-Delhi Chord, Baran-Kotah, Bhopal-Itarsi (British section only, viz., 12.26 miles) and Cawnpore-Banda Railways.

Statement for the year 1930-31—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1930-31.		ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1931.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COM- MENCED.		UNDER CONSTRUCTION.			
		Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	Dacca to Aricha ..	64.00	Kalukhali to Bhat- para.	53.05	State line . . .	Eastern Bengal.--
..	..	..	..	..	..	Branch line under rebate terms.	Sara-Sirajganj.
..	..	..	..	Tangla to Belsiri .	52.50	State line.	Eastern Bengal.
..	..	..	..	..	..	Indian State line.	Cooch Behar State.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Branch line under rebate terms.	Khulna-Bagerhat.
	..		64.00		105.55		Total—6.
Unao to Madhoganj	47.93	..	..	Lucknow-Zafra- bad Section.	168.71	State line.	East Indian.--
Utratta Hyder- garh.	27.75	..	..	Calcutta-Chard ..	11.77	..	
..	..	..	..	..	..	Branch line under guar- antee terms.	Hardwar-Delwa.
..	..	..	..	..	..	State line. §	South Bihar.
..	..	..	..	..	..	State line. ||	Cawnpore-Burhwal Har.
	75.68	..	..		120.48		Total—7.
..	..	**Kartal to Kamasin .	58.66	..	..	State line.	Great Indian Peninsula (B).--
..	..	**Khamgaon to Chikli	38.50				
..	..	**Belapur to Sheogaon	45.30				
..	..	**Amraoti to Narhed	79.00				
..	..	..	..	..	..	Indian State line.	Bhopal-Itarsi (Indian State Section).
..	..	..	..	..	..		Bhopal-Ujjain.
..	..	..	..	..	..		Bina-Gooma-Baran.
..	..	..	..	Dharwa to Pusad .	42.80	State line.	Dharwa-Pusad.
..	..	..	..	..	..	Branch lines under re- bate terms.	Dhond-Baramati.
..	..	..	..	..	..		Ellichpur-Yectnal.
..	..	..	..	..	..		Pachora-Jaunpur.
..	..	..	..	..	..		Pulgaon-Arvi.
	..		221.66		42.80		Total—8.

** Construction suspended.

§ Although a leased line, it is for convenience treated as a State line.

|| Under running power agreement the B. and N. W. Ry. company run and haul their trains and traffic over this line.

H50RAAcots.

8.—*Mileage*
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1931.			TRACK MILEAGE OPEN ON 31ST MARCH 1931.				
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
9	Jodhpur	3' 3½"	24-6-82	752.81	..	..	752.81	752.81	101.10	14.33	868.24
	Jodhpur Hyderabad (British Section).	3' 3½"	18-8-92	174.41	..	..	174.41	174.41	33.05	5.22	217.68
	Mirpur Khas-Khadro . . .	3' 3½"	1-1-12	49.50	..	..	49.50	49.50	3.14	0.48	53.12
	Total—9			976.72	..	..	976.72	976.72	142.29	20.03	1,139.04
10	Madras and Southern Mahratta	5' 6"	1-7-56	1,069.75	45.56	3.71 (Quadruple)	1,119.02	1,175.71	267.31	9.76	1,452.78
	M. S. Kolar Gold-fields . .	5' 6"	1-6-94	9.88	..	..	9.88	9.88	2.77	3.10	15.75
	Tenali-Repalle	5' 6"	18-3-16	21.41	..	..	21.41	21.41	1.28	..	22.69
	Madras and Southern Mahratta	3' 3½"	24-3-84	*1,661.93	..	..	1,661.93	1,661.93	223.74	2.27	1,887.94
	Alnavar-Dandeli (Provincial) .	3' 3½"	1-2-19	19.12	..	..	19.12	19.12	1.96	..	21.08
	Bangalore-Harihar	3' 3½"	11-8-84	209.98	..	..	209.98	209.98	29.51	..	239.49
	Bezwada-Masulipatam . . .	3' 3½"	4-2-08	51.80	..	..	51.80	51.80	8.96	0.09	60.85
	Hindupur (Yesvantpur Mysore Frontier).	3' 3½"	15-12-92	51.62	..	..	51.62	51.62	4.08	..	55.70
	Kolhapur State	3' 3½"	21-4-91	29.27	..	..	29.27	29.27	1.89	..	31.16
	Sangli State	3' 3½"	1-4-07	4.90	..	..	4.90	4.90	0.42	..	5.32
	West of India Portuguese . .	3' 3½"	17-1-87	51.10	..	..	51.10	51.10	18.28	..	69.38
	Total—10			3,130.76	45.56	3.71	3,230.03	3,286.72	560.20	15.22	3,862.14
11	Nizam's State—	5' 6"	9-10-74	330.18	..	..	330.18	330.18	61.64	10.37	402.19
	Bezwada Extension	5' 6"	10-2-89	21.47	..	..	21.47	21.47	1.53	..	23.00
	Kazipet-Belharahah	5' 6"	1-2-24	145.69	..	..	145.69	145.69	4.76	2.13	152.58
	Karipalli-Kothagudam . . .	5' 6"	21-3-27	24.52	..	..	24.52	24.52	1.30	..	25.82
	Vikarabad-Bidar	5' 6"	14-1-30	56.57	..	..	56.57	56.57	1.34	..	57.91
	Hingoli Branch	3' 3½"	15-5-12	50.31	..	..	50.31	50.31	0.88	..	51.19
	Hyderabad-Godavari Valley .	3' 3½"	21-10-99	377.11	8.54	..	385.65	394.19	60.82	1.88	456.89
	Parbhani-Purdi	3' 3½"	16-10-29	39.49	..	..	39.49	39.49	1.24	..	40.73
	Secunderabad-British Frontier	3' 3½"	1-2-16	138.80	9.28	..	148.08	157.36	14.93	0.05	172.34
	Dhone Kurnool	3' 3½"	1-1-09	36.37	..	..	36.37	36.37	3.09	..	39.46
	Total—11			1,220.51	17.82	..	1,238.33	1,256.15	151.53	14.43	1,422.11

* Includes 2.53 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0.54 mile of Dronachellam station yard.

Statement for the year 1930-31—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1930-31.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1931.				Classification.	Name of Railway.	
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.				
		Section.	Miles.	Section.	Miles.			
13	14	15	16	17	18	19	20	
Ledarmar to Ranigwara.	25.87	Phalodi to Pokaran.	33.00	..	..	} Indian State line.	Jodhpur.	
..	..	Bilara to Jaitarn	16.00	..	..		State line.	Jodhpur Hyderabad (British Section).
..	..	..	..	..	..		Line subsidized by the Government of India (b).	Mirpur Khas-Khadro.
	25.87		49.00				Total—9.	
Korukkupettai-Veyasarpady.	1.12	..	..	..	..	} State lines.	Madras and Southern Mahratta.	
..	..	..	..	..	..		Kolar Gold-fields.	
..	..	..	..	..	..	District Board line.	Tenali-Bapatla.	
..	..	..	..	..	..	} State lines.	Madras and Southern Mahratta.	
..	..	..	..	..	..		Ainavur-Dandell (Provincial).	
..	..	..	..	..	..		Bangalore-Harihar.	
..	..	..	..	..	..	District Board line.	Bezwada-Masulipatam.	
..	..	..	..	..	..	State line.	Hindupur (Yesvantpur Mysore Frontier).	
..	..	..	..	..	..	} Indian State lines.	Kolhapur State.	
..	..	..	..	..	..		Sangli State.	
..	..	..	..	..	..	Foreign line.	West of India Portuguese.	
	1.12		..		..		Total—10.	
..	..	..	..	..	..	Indian State Line.	Nizam's State.	
..	..	..	..	..	..	State line.	Bezwada Extension.	
..	..	..	..	..	..	} Indian State lines.	Kanipet-Belharshah.	
..	..	Bhadrachalam Road to Ramaram.	1.99	..	..		Karipalli-Kothagudam.	
..	..	..	..	Mohamadabad Bidar to Purli.	111.04		Vikarabad-Bidar.	
..	..	..	..	..	..	} Indian State lines.	Hingoli Branch.	
..	..	..	..	..	..		Hyderabad-Godavari Valley.	
..	..	..	..	..	..		Parbhani-Purli.	
..	..	..	..	..	..	State line.	Secunderabad-British Frontier.	
..	..	..	..	..	..		Dhone Kurnool.	
	..		1.99		111.04		Total—11.	

(b) Receives land only from Government.

8.—*Mileage*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1931.				TRACK MILEAGE OPEN ON 31st MARCH 1931.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12	North Western— . . .	5' 6"	13-5-61	*4,674.64	880.31	..	*5,554.95	6,435.26	1,698.28	180.59	8,314.13
	Shahdara Narowal . . .	5' 6"	21-12-28	48.33	..	..	48.33	48.33	1.41	..	49.74
	Amritsar-Patti . . .	5' 6"	21-9-06	54.79	..	..	54.79	54.79	7.44	..	62.23
	Rahwalnagar-Cholistan . . .	5' 6"	4-4-28	151.53	..	..	151.53	151.53	6.76	..	158.29
	Jind Panipat (Indian State Section). . .	5' 6"	1-11-16	25.94	..	..	25.94	25.94	2.14	0.86	28.94
	Jullundur-Mukerian . . .	5' 6"	1-1-15	45.04	..	..	45.04	45.04	3.62	..	48.66
	Phagwara-Rahon . . .	5' 6"	1-4-15	45.59	..	..	45.59	45.59	5.30	..	50.89
	Jammu and Kashmir (Indian State Section). . .	5' 6"	15-3-30	16.01	..	..	16.01	16.01	3.03	..	19.09
	Khanpur-Chachrap . . .	5' 6"	2-7-11	21.98	..	..	21.98	21.98	2.83	..	24.81
	Ludhiana-Dhuri-Jakhal . . .	5' 6"	10-4-01	79.08	..	..	79.08	79.08	6.09	..	85.17
	Mandora-Bhaura . . .	5' 6"	1-5-15	46.38	..	..	46.38	46.38	3.90	..	50.28
	Rajpura-Bhatinda . . .	5' 6"	1-11-34	108.57	..	..	108.57	108.57	21.33	0.08	129.98
	Sialkot-Narowal . . .	5' 6"	10-11-15	38.60	..	..	38.60	38.60	5.89	..	44.49
	Sirhind-Rupar . . .	5' 6"	26-2-23	30.96	..	..	30.96	30.96	4.53	0.93	36.42
	Jacobabad-Kashmor . . .	2' 6"	1-12-14	76.46	..	..	76.46	76.46	3.98	..	80.44
	Kalka-Simla . . .	2' 6"	9-11-03	59.92	..	..	59.92	59.92	8.30	1.83	70.05
	Kangra Valley . . .	2' 6"	1-12-23	102.99	..	..	102.99	102.99	9.21	1.15	113.35
	Zhob Valley . . .	2' 6"	1-1-21	173.84	..	..	173.84	173.84	12.54	..	186.38
	Kohat-Thal . . .	2' 6"	1-4-03	61.75	..	..	61.75	61.75	10.67	0.13	72.45
	Larkana-Jacobabad . . .	2' 6"	16-2-22	53.22	..	..	53.22	53.22	3.25	..	56.47
	Trans Indus (Kasbagh-Banno) . . .	2' 6"	15-6-13	158.58	..	..	158.58	158.58	14.83	17.39	190.80
	Total—12 . . .			6,074.20	880.31	..	6,954.51	7,834.82	1,835.28	202.96	9,873.06

*Includes 51.95 miles of Mirjawa-Duzdap section worked by the N. W. Ry. at the cost of the Military Department.

Statement for the year 1930-31—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1930-31.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1931.				Classification.	Name of Railway.	
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.				
Section.	Miles.	Section.	Miles.	Section.	Miles.			
13	14	15	16	17	18	19	20	
Mahrabpur to Padidan.	44·63	..	..	Qadian to Beas † Tharushah to Sakrand Nawabshah to Tando Adam. Risalewala to Chananwala. † Chiniot to Chhinkhichi. Shahpur City to Khushab	29·58 65·73 54·31 109·84 3·44 6·00	State line.	North Western—	
..	..	..	..	..	..		Branch line under guarantee terms with the Punjab Govt.	Shahdara-Narowal.
..	..	..	..	..	..		Branch line under rebate terms.	Amritsar-Patti.
Fort Abbas to Baghdad.	88·20	..	..	..	..	Indian State lines.	Bahawalnagar-Cholistan.	
..	..	..	..	..	..		Jind Panipat (Indian State Section).	
..	..	..	..	..	..	Branch lines under rebate terms.	Jullundur-Mukerian.	
..	..	..	..	..	..		Phagwara-Rahon.	
..	..	..	..	..	..	Indian State lines.	Jammu and Kashmir (Indian State Section).	
..	..	..	..	..	..		Khanpur-Chachran.	
..	..	..	..	..	..	Branch line under rebate terms.	Ludhiana-Dhuri-Jakhal.	
..	..	..	..	..	..		Mandira-Bhaun.	
..	..	..	..	..	..	Indian State line.	Rajpura-Bhatinda.	
..	..	..	..	..	..	Branch line under rebate terms.	Sialkot-Narowal.	
..	..	..	..	..	..		Sirhind-Rupar.	
..	..	..	..	..	..	Branch lines under rebate terms.	Jacobabad Kashmir.	
..	..	..	..	..	..		Kalka-Simla.	
..	..	..	..	..	..	State lines.	Kangra Valley.	
..	..	..	..	..	..		Zhob Valley.	
..	..	..	..	..	..	Branch line under rebate terms.	Kohat-Thal.	
..	..	..	..	..	..		Larkana-Jacobabad.	
..	..	..	..	..	..	State line.	Trans Indus (Kalabagh-Bannu).	
	132·83				268·90		Total—12.	

†Work suspended.

8.—*Mileage*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1931.				TRACK MILEAGE OPEN ON 31st MARCH 1931.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
13	Rohilkhand and Kumaon—	3' 8½"	12.10.84	258.72	..	..	258.72	258.72	33.82	2.46	294.50
	Lucknow-Bareilly . . .	3' 3½"	12.10.84	310.90	1.16	..	312.06	313.22	61.49	11.09	385.80
	Total—13 . . .			569.62	1.16	..	570.78	571.94	94.81	13.55	680.30
14	South Indian— . . .	5' 6"	23.5.80	600.06	..	..	600.06	600.06	127.72	1.42	729.20
	South Indian . . .	3' 3½"	15.7.61	1,433.24	1.76	..	1,435.00	1,436.76	306.44	15.48	1,758.68
	Nilgiri . . .	3' 3½"	15.6.99	28.96	..	..	28.96	28.96	4.63	..	33.59
	Peralam-Kattikkal . . .	3' 3½"	14.3.98	14.65	..	..	14.65	14.65	2.12	..	16.77
	Podanur-Pollachi . . .	3' 3½"	15.10.15	25.04	..	..	25.04	25.04	3.56	..	28.60
	Pondicherry . . .	3' 3½"	15.12.79	7.85	..	..	7.85	7.85	2.14	0.18	10.17
	Shoranur-Cochin . . .	3' 3½"	2.6.02	64.75	..	..	64.75	64.75	10.11	2.01	76.87
	Tinnevely-Tiruchendur . . .	3' 3½"	24.2.23	38.18	..	..	38.18	38.18	3.95	..	42.13
	Travancore (British Section) . . .	3' 3½"	1.6.02	50.42	..	..	50.42	146.38	22.67	..	169.05
	Travancore (Indian State Section) . . .	3' 3½"	1.6.04	95.96	..	..	95.96				
	Morappur-Hosur . . .	2' 6"	18.1.06	73.30	..	..	73.30	73.30	4.40	..	77.70
	Tirupattur-Krishnagiri . . .	2' 6"	18.9.05	25.38	..	..	25.38	25.38	2.51	..	27.89
	Total—14 . . .			2,457.79	1.76	..	2,459.55	2,461.31	490.25	†19.09	2,970.65
	Total Class I . . .			34,442.37	3,439.89	137.90	38,020.16	41,849.64	9,516.48	1,088.33	52,454.45

† Includes 0.62 broad gauge and 8.4 metre gauge miles of permanent way in Sidings outside Company's limits worked by private owners.

Statement for the year 1930-31—contd.

RAILWAYS—concl'd.

ROUTE MILEAGE OPENED DURING THE YEAR 1930-31.		ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1931.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
		Section.	Miles.	Section.	Miles.	19	20
13	14	15	16	17	18		
..	..	..	..	..	..	Line subsidized by the Government of India.	Rohilkund and Kumaon--
..	..	..	..	..	..	State line.	Lucknow-Bareilly.
..	..	..	..	..	..		
..	..	..	..	..	..		Total--13
..	..	..	..	..	..	State line.	South Indian--
Pudukottah Karaikudi section of Trichy Manamadurai Ry.	122.82	..	..	Pollachi to Palghat Chinnasaalem to Vriddhachalam.	33.45 27.73	State line.	South Indian.
Pudukottah-- Manamadurai	160.26	..	..	..	..	State line.	
Salem Chinnasa- lem section.	54.80	..	..	..	..	State line.	Nilgiri.
..	..	..	..	..	..	Foreign line.	Peralam-Karaikkal.
..	..	..	..	..	..	District Board line.	Podanur-Pollachi.
..	..	..	..	..	..	Foreign line.	Pondicherry.
..	..	..	..	..	..	Indian State line.	Shoranur Cochin.
..	..	..	..	..	..	District Board line.	Tinnevely-Tiruchendur.
..	..	..	..	..	..	State line.	Tiruvancoore (British Section).
..	..	Trivandrum Thambanur.	to 3.43	..	..	State line.*	Tiruvancoore (Indian State Section).
..	..	..	..	..	..		Mozappur-Hosur.
..	..	..	..	..	..	State lines.]	Tirupattur-Krishnagiri.
..	..	..	..	..	..		
..	115.06	..	3.43	..	61.18	..	Total--14
..	500.68	..	733.57	..	878.74	..	Total Class I

*Although the property of the Travancore Durbar, it is treated as State line.

† Opened for goods traffic only on 1-4-30.

† Includes 22·82 miles of Pudukottah Karikudi Section opened for goods traffic in the first instance.

§ Excluding 22·82 miles of Pudukottah Karikudi Section included in 60·28 miles of Pudukottah-Maramadurai Section.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1931.	TRACK MILEAGE OPEN ON 31st MARCH 1931.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
CLASS II RAILWAYS.								
1	Barai Light	2' 6"	1.3.97	202.57	202.57	21.17	223.74	Line subsidized by the Government of India.*
2	Bengal Doocars	3' 3½"	15.1.93	35.04	35.04	7.35	42.39	Line subsidized by District Board.
	Bengal Doocars Extensions	3' 3½"	20.4.00	121.09	121.09	17.56	138.65	Line subsidized by the Government of India.*
	Total—2			156.13	156.13	24.91	181.04	
3	Bhavnagar State	3' 3½"	23.12.30	307.01	307.01	48.74	355.75	Indian State Lines.
4	Bikaner State	3' 3½"	9.12.91	795.85	795.85	78.73	874.58	
5	Darjeeling Himalayan	2' 0"	23.3.80	51.00†	51.07	10.76	61.83	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions	2' 0"	16.3.14	95.44	95.44	4.28	99.72	Branch line under rebate terms.
	Total—5			146.44	146.51	15.04	161.55	
6	Dibru-Sadiya	3' 3½"	15.3.82	86.02	86.02	28.44	114.46	Line subsidized by Local Government.
	Ledo and Tikak Margherita	3' 3½"	17.2.34	5.50	5.50	25.12	30.62	Unassisted Company's line.
	Total—6			91.52	91.52	53.56	145.08	
7	Gaekwar's Baroda State	2' 6"	3.4.73	333.06	333.06	55.29	388.35	Indian State lines.
	Bodeli-Chhota Udaipur	2' 6"	1.12.17	22.67	22.67	3.93	26.70	
	Total—7			355.73	355.73	59.32	414.05	
8	Gondal	3' 3½"	13.1.41	106.24	106.24	13.42	119.66	Indian State lines.
	Jetalsar Rajkot	3' 3½"	12.4.93	46.21	46.21	8.24	54.45	
	Khijadiya-Dhari	3' 3½"	1.3.13	37.22	37.22	4.47	41.69	
	Total—8			189.67	189.67	26.13	215.80	
9	Howrah-Amta Light	2' 0"	1.7.97	43.87	43.87	6.31	50.18	Line subsidized by District Board.
10	Jamnagar-Dwarka	3' 3½"	7.11.22	65.92	65.92	3.92	69.84	Branch line under guarantee and rebate terms.
	Jamnagar	3' 3½"	8.4.97	154.22	154.22	12.24	66.46	
	Okhamandal	3' 3½"	15.11.22	37.21	37.21	4.91	42.12	
	Total—10			157.35	157.35	21.07	178.42	
11	Junagad State	3' 3½"	1.9.88	143.33‡	143.33‡	18.39	161.72	Indian State lines.
12	Morvi	3' 3½"	4.3.05	102.33	102.33	14.08	116.41	
13	Mysore	3' 3½"	1.12.90	304.43	304.43	39.71	344.14	
	Bangalore-Chik Ballapur Light	2' 6"	15.9.14	38.63	38.63	4.63	106.83	Line guaranteed by Indian State.
	Kolar District	2' 6"	15.12.13	63.57	63.57			
	Tarikere Narasimharajapura	2' 0"	15.1.15	26.60	26.60	2.55	29.15	Indian State Line.
	Total—13			433.23	433.23	46.89	480.12	
14	Shahdara (Delhi)-Saharanpur Light	2' 6"	7.5.07	92.50	92.50	8.62	101.12	Line subsidized by the Government of India.*
Total Class II				3,222.53	3,222.60	441.96	3,664.56	

* Receives land only from Government.

† Of this 0.07 mile is double line.

‡ Includes 3.93 miles, Jamnagar to Badi-Bunder, worked for goods traffic only.

§ Includes 0.73 mile of Dungarpur quarry line and 0.53 mile of Veralval Dook Estate worked for goods traffic only.

Statement for the year 1930-31—contd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1930-31.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31st MARCH 1931.				Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.		
		Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
CLASS II RAILWAYS.						
..	..	..	..	..	..	Barsi Light.
..	..	..	@ 2.79	..	..	Bengal Doonars.
..	..	..	@ 5.71	..	..	Bengal Doonars Extensions.
..	..	..	@ 8.41	..	..	Total—2.
..	..	..	..	..	..	Bhavnagar State.
Tahsil Bhadri	36.58	..	..	..	..	Bikaner State.
Ludhi Junction	..	..	..	..	..	Darjeeling Himalayan.
..	..	..	..	..	..	Darjeeling Himalayan Extensions.
..	36.58	..	..	..	..	Total—5.
..	..	..	..	..	..	Dibru-Sadiya.
..	..	..	..	..	..	Ledo and Tikak Margherita.
..	..	..	..	..	..	Total—6.
..	..	Mahuva to Anaval	17.81	..	..	Gachwar's Baroda State.
..	..	Umerpada to Bardipada	9.98	..	..	..
..	..	Narsari to Kamrej	26.25	..	..	Bedei Chhota Udaipur.
..	..	..	..	..	..	Total—7.
..	..	..	54.14	..	..	..
..	..	Sidpur to Patan.	7.85	..	..	Gondal.
..	..	..	..	..	..	Jetalsar Rajkot.
..	..	..	..	..	..	Khijadiya-Dhari.
..	..	..	7.85	..	..	Total—8.
..	..	..	..	..	..	Howrah-Amra Light.
..	..	Khambhalip to Saliya	8.96	..	..	Jamnagar-Dwarka.
..	..	..	..	..	..	Jamnagar.
..	..	..	..	..	..	Okhamandal.
..	..	..	8.96	..	..	Total—10.
..	..	Jamwala to Una	22.08	Prachi Road to Jamwala	7.60	Junagad State.
..	..	Talala to Dhari	47.27	..	..	Merril.
Shimoga Town	17.62	Chamarajanagar	4.83	Ragihoshalli Arasalu	7.66	Mysore.
Ragihoshalli.	..	Hardanahalli.	..	..	..	Bangalore-Chik Ballapur Light.
Sahalli.	..	..	..	..	..	Kolar District.
..	..	..	..	..	..	Tatikere Narasimharajapura.
..	17.62	..	4.83	..	7.66	Total—13.
..	..	Barout to Murat	30.00	..	..	Shahdara (Delhi)-Saharanpur Light.
..	54.20	..	183.54	..	15.16	Total Class II.

8.—Mileage

CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1931.	TRACK MILEAGE OPEN ON 31st MARCH 1931.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS III RAILWAYS.							
1	Ahmadpur-Katwa	2' 6"	30.5.17	32.26	32.67	2.86	35.53	Branch line under guarantee terms.
2	Arrah-Sasaram	2' 6"	6.3.11	65.16	65.16	5.15	70.31	Line subsidized by District Board.
3	Bankura-Damoodar River	2' 6"	15.12.16	59.95	60.33	7.40	67.73	Branch line under guarantee terms.
4	Baraset-Basirhat Light	2' 6"	1.2.05	52.24	52.24	4.76	57.00	Line subsidized by District Board.
5	Bengal Provincial	2' 6"	7.11.94	33.27	33.27	2.31	35.58	Unassisted Company's line.
	Dasghara-Jamalpurgunj	2' 6"	1.9.17	8.31	8.31	0.77	9.08	Branch line under guarantee terms.
	Total—5			41.58	41.58	3.08	44.66	
6	Bukhtiarpur-Bihar Light	2' 6"	1.7.03	33.00	33.00	2.97	35.97	Line subsidized by District Board.
7	Burdwan-Katwa	2' 6"	1.12.15	32.47	32.86	3.58	36.44	Branch line under guarantee terms.
8	Cutch State	2' 6"	18.5.05	52.15	52.15	3.60	55.75	Indian State line.
9	Dehri-Rohtas Light	2' 6"	6.2.11	25.51	25.51	7.65	33.16	Line subsidized by the Government of India.
10	Dholpur State	2' 6"	24.2.08	55.44	55.44	5.83	61.27	Indian State line.
11	Futwah-Islampur	2' 6"	24.1.22	27.00	27.00	1.65	28.65	Branch line under guarantee terms.
12	Gwalior Light	2' 0"	2.12.99	253.20	253.20	*26.01	279.21	Indian State line.
13	Hewrah-Sheakhala Light	2' 0"	2.3.97	19.75	19.75	1.37	21.12	Line subsidized by District Board.
14	Jagadhri Light	2' 6"	11.8.11	3.31	3.31	0.55	3.86	Unassisted Companies' lines.
15	Jessore-Jhenidah	2' 6"	1.10.13	36.75	36.75	1.76	38.51	
16	Jorhat (Provincial)	2' 0"	13.9.33	32.50	32.50	2.04	34.54	State line.
17	Kalighat-Falta	2' 6"	28.5.17	26.25	26.42	5.96	32.38	Branch line under guarantee terms.
18	Kulasekarapatnam Light	2' 0"	18.7.15	27.50	27.50	..	27.50	Unassisted Company's line.
19	Matheran Light	2' 0"	22.3.07	12.61	12.61	1.02	13.63	Line subsidized by the Government of India.
20	Porbandar State	3' 3½"	1.10.89	†41.29	†41.29	8.03	49.32	Indian State line.
21	Tezpor-Balipara Light	2' 6"	9.8.94	20.10	20.10	1.11	21.21	Line subsidized by District Board.
22	Tirupati-Tiruchanur Light	2' 0"	..	..	..	..	..	Unassisted Companies' lines.
23	Trivellore Light	2' 0"	17.9.21	2.37	2.37	0.20	2.57	
24	Udaipur-Chitorgarh	3' 3½"	1.8.95	85.51	85.51	40.85	96.16	Indian State line.
TOTAL CLASS III				1,037.90	1,039.25	107.23	1,146.48	

* Includes 1.06 miles of Gwalior Palace siding (5' 6" gauge) which is being maintained by the Gwalior Light Railway.

† Includes 1.55 miles of Porbandar Dock Estate line and 3.70 miles of Ranwao quarry line worked for goods traffic.

Statement for the year 1930-31—concl'd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1930-31.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1931.				Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.		
		Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS III RAILWAYS.
..	..	..	..	..	..	Ahmadpur-Katwa.
..	..	..	..	..	..	Arrah-Sasaram.
..	..	..	..	..	..	Bankura-Damoodar River.
..	..	..	..	..	..	Baraset-Basirhat Light.
..	..	..	..	..	..	Bengal Provincial.
..	..	..	..	..	..	Dasghara-Jamalpurganj.
	..		..	..	..	Total—5.
..	..	..	..	..	..	Bukhtiarpur-Bihar Light.
..	..	..	..	..	..	Burdwan-Katwa.
..	..	..	..	Warsamede to Bachau	19.86	Cutch State.
..	..	..	..	..	..	Dehri-Rohtas Light.
..	..	..	..	Dholpur to Rajakhera†	22.34	Dholpur State.
..	..	..	..	..	..	Fatwah-Islampur.
..	..	..	..	Ujjain Agra	42.07	Gwalior Light.
..	..	..	..	..	..	Howrah-Sheakhali Light.
..	..	..	..	..	..	Jagadhri Light.
..	..	..	..	..	..	Jessore-Jhenidah.
..	..	..	..	..	..	Jorhat (Provincial).
..	..	..	..	..	..	Kalighat-Falta.
..	..	..	..	..	..	Kulasekarapatnam Light.
..	..	..	..	..	..	Matheran Light.
..	..	..	..	..	..	Porbandar State.
..	..	..	..	..	..	Tezapore-Balipara Light.
..	..	Tirupati Tiruchanur	3.00	..	..	Tirupati-Tiruchanur Light.
..	..	..	..	..	..	Trivellore Light.
Mavli to Kankroli	18.21	Kambli to Sursinghi ka Gudha.	10.00	Kankroli to Kambli	46.80	Udaipur-Chittorgarh.
	18.21		13.00		131.07	TOTAL CLASS III.

†Construction Suspended.

9.—Description of Class I Railways worked during the year 1930-31.

Railway.	(a) Mean Mileage worked.	Number of Stations. (b).	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of Curvature and Radius.		Ratio of curve to total length of line express- ed as a per- centage.	Average amount of curva- ture per mile (De- grees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Len- gth (in miles).	Inclina- tion.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" GAUGE. Bengal-Nagpur .	2,414.4	404	NH	8.11	204.7	859.1	193.9	1,265.8	2.30	1 in 60	5.75	1,000	15.6	14.0
Bombay, Baroda & Central India.	1,249.1	256	NH	1.35	0.48	260.7	97.2	359.7	0.88	1 in 80	5.75	996	14.0	20.5
Eastern Bengal .	841.7	223	NH	NH	0.65	3.42	10.3	14.4	0.65	1 in 100	6.00	955	13.1	10.8
East Indian .	4,325.2	808	0.15	23.0	66.1	304.6	134.3	528.2	0.15	1 in 50	8.00	712	15.2	9.92
Great Indian Pen- insula.	3,566.7	527	19.7	6.74	74.9	864.6	369.8	1,337.7	0.16	1 in 34	7.00	819	27.4	17.0
Madras and South- ern Mahratta.	1,156.1	244	NH	14.1	36.0	186.3	109.0	345.4	0.80	1 in 60	7.00	818	22.5	11.9
Nizam's State .	581.5	83	NH	NH	107.2	195.9	26.8	329.9	2.52	1 in 100	(c) 4.40	(e) 1,300	18.2	18.4
North Western .	6,187.1	983	110.6	117.6	310.6	299.0	252.6	1,090.4	6.54	1 in 25	12.6	455	12.1	13.6
South Indian .	733.7	136	NH	19.1	57.0	136.1	52.5	258.7	1.16	1 in 62	7.16	800	35.8	22.6
Total .	21,956.5	3,664	130.5	192.0	857.6	3,103.7	1,246.4	5,530.2						
3' 3 3/4" GAUGE. Assam Bengal .	1,303.8	(j) 298	10.2	47.8	34.0	173.7	37.6	303.3	10.1	(d) 1 in 37	15.0	382	14.9	35.7
Bengal and North Western.	2,163.3	370	0.11	1.52	3.73	8.79	8.86	22.9	0.11	1 in 50	8.74	656	13.0	7.95
Bombay, Baroda & Central India	2,460.5	398	3.40	0.48	19.4	394.5	236.6	654.4	3.40	1 in 40	(e) 8.00	(e) 716	9.55	10.5
Burma .	2,054.0	447	105.9	47.9	109.6	237.2	186.3	686.9	3.50	1 in 25	17.0	337	15.4	37.2
Eastern Bengal .	1,016.8	204	0.34	0.63	3.88	37.2	38.3	80.4	0.34	1 in 50	11.4	500	11.2	11.0
East Indian .	65.7	21	NH	NH	NH	0.65	2.80	3.45	0.65	1 in 200	7.66	748	14.7	11.6
Jodhpur .	957.1	146	0.51	NH	1.47	208.7	74.0	284.7	0.51	1 in 50	8.00	716	8.76	11.7
Madras and South- ern Mahratta.	2,079.7	324	16.3	50.5	669.4	349.0	121.5	1,206.7	15.7	1 in 40	12.0	479	21.0	30.5
Nizam's State .	659.9	111	NH	NH	6.68	356.6	174.8	532.1	0.78	1 in 100	5.00	1,146	10.7	8.83
Rohilkund and Kumaon.	562.0	102	NH	4.85	8.44	13.8	23.6	50.7	3.31	1 in 70	12.0	479	8.70	8.22
South Indian .	1,706.3	438	24.0	45.4	84.4	359.1	135.7	648.6	(g) 0.31	(h) 1 in 53	11.5	500	18.1	(i) 17.3
Total .	15,029.1	2,859	160.8	199.1	941.0	2,133.2	1,040.1	4,474.2						
2' 6" AND 2' 0" GAUGES. Bengal Nagpur .	909.6	140	0.51	44.2	153.3	200.6	50.6	449.4	0.51	1 in 50	14.0	409	18.9	38.8
Bombay, Baroda & Central India.	205.4	57	NH	NH	25.9	30.4	10.5	66.8	0.98	1 in 100	9.55	600	17.4	33.8
Eastern Bengal .	36.9	14	NH	NH	NH	NH	NH	NH	NH	NH	15.0	382	25.0	42.3
Great Indian Pen- insula.	201.7	(k) 41	0.76	1.24	50.8	48.9	14.2	115.9	0.76	1 in 25	12.0	477	19.2	42.1
North Western .	686.8	93	65.7	31.5	86.8	83.0	46.2	313.2	0.76	1 in 20	52.1	110	21.4	124.3
South Indian .	98.7	15	NH	32.8	11.9	19.4	2.50	66.6	2.39	1 in 67	6.00	955	30.2	62.3
Total .	2,139.1	360	67.0	109.7	328.7	382.5	124.0	1,017.9						

Mean mileage worked.

Number of Stations.

(a) { Class II Railways 3,240.38.

615

(a) { Class III Railways 1,043.34.

289

(b) Excludes block huts, branch booking offices and out agencies.

(c) The figures are for the main line. The Maximum curvature on the mineral Branch is 5.73° and radius = 1,000 ft.

(d) 1 in 37 on a straight compensated to 1 in 43 on curves.

(e) Excepting Mhow Ghat section on which the maximum curvature is 9.55° and radius = 610 ft.

(f) Includes 49.66 miles of the Sara-Sirajganj Railway (B. G.) 33.09 miles of Gooch-Bihar State Railway (M. G.) and 19.75 miles of Khulna-Bagerhat Lt. Rly. (N. G.).

(g) The steepest gradient worked on Nilgiri Rys. is 1 in 12.50 and the length is 1.51 miles.

(h) The sharpest curve on the ghat section is 477 ft. and on the Nilgiri Ry. is 318 ft. (specially sanctioned).

(i) The figure is for plain section, the figure for ghat section being 322.44.

(j) Includes 8 stations from Tangi to Narayanganj inclusive on the Running power Section of the E. B. Rly. worked over, and excludes one Joint Station, Mymensingh.

(k) Includes 4 stations at which connections are made with the Broad Gauge.

10.—Statement of Equipment showing the actual stock running on *Class I Railways* on the 31st March 1931.

A.—LOCOMOTIVES AND RAIL MOTORS, ETC.—By gauges.

Railway.	LOCOMOTIVES.						RAIL MOTORS.			STEAM COACHES.			*ELECTRIC MOTOR COACHES.			
	Steam.			Elect- ric.	Total tractive effort lbs.		No.	Seats.		No.	Seats.		No. (in units.)	Seats.		Aver- age weight in tons.
	Tend- er.	Tank.	Total.		Steam.	Elect- ric.		Upper.	Lower.		Upper.	Lower.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5' 6" GAUGE.																
Bengal-Nagpur	663	75	738	..	20,912,837	..	..	..	..	2	48	160	..	..	..	..
Bombay, Baroda and Central India.	†345	41	†386	..	§9,747,013	..	..	..	..	..	..	..	40	..	4,800	71
Eastern Bengal	261	67	328	..	7,645,570	..	..	..	..	†1	..	..	..	..	..	..
East Indian	1,280	365	1,645	..	36,817,467	..	..	..	..	3	30	270	..	..	..	..
Great Indian Peninsula	868	132	1,000	65	25,496,410	2,048,000	..	..	..	4	36	317	53	..	4,448	67
Madras and Southern Mahratta.	251	59	310	..	7,548,653	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	80	4	84	..	1,810,860	..	..	..	..	..	..	..	..	..	..	..
North Western	1,165	102	1,267	..	31,184,797	..	2	..	12	3	..	252	..	..	..	..
South Indian	148	3	151	..	3,159,934	..	..	..	..	..	..	..	..	..	..	..
Total	5,061	848	†5,909	65	§14,323,541	2,048,000	2	..	12	13	114	999	93	..	9,248	69
3' 3½" GAUGE.																
Assam-Bengal	185	15	200	..	2,787,985	..	..	..	..	..	..	..	..	..	..	..
Bengal and North West- ern.	367	14	381	..	4,597,905	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	427	70	497	..	6,946,680	..	..	..	..	3	12	307	..	..	..	..
Burma	336	91	427	..	7,091,559	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	217	6	223	..	3,352,554	..	..	..	..	†2	..	56	..	..	..	..
Jodhpur	104	4	108	..	1,382,250	..	..	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta.	349	9	358	..	5,631,084	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	77	12	89	..	1,293,925	..	..	..	..	2	..	324	..	..	..	..
Rohilkund and Kumaon	75	3	78	..	966,433	..	..	..	..	..	..	..	..	..	..	..
South Indian	365	59	424	..	5,664,995	..	4	16	220	..	..	..	..	..	..	..
Total	2,502	283	2,785	..	30,715,379	..	4	18	220	7	42	587	..	..	..	..
2' 6" GAUGE.																
Bengal-Nagpur	102	13	115	..	1,551,185	..	..	..	..	3	18	96	..	..	..	..
Bombay, Baroda and Central India.	6	28	34	..	213,028	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	..	9	9	..	30,633	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	11	8	19	..	260,564	..	..	..	..	..	..	..	..	..	..	..
North Western	67	38	105	..	1,483,814	..	9	..	94	..	..	..	..	..	..	..
South Indian	6	5	11	..	138,009	..	..	..	..	..	..	..	..	..	..	..
Total	192	91	283	..	3,677,233	..	9	..	94	3	18	96	..	..	..	..
2' 0" GAUGE.																
Bengal-Nagpur	..	17	17	..	65,522	..	..	..	..	..	..	..	..	..	..	..
Total	..	17	17	..	65,522	..	..	..	..	..	..	..	..	..	..	..

* Motor Coach composites.

† Includes one sentinel engine.

‡ Includes 2 Electric Battery Locomotives.

§ Includes tractive effort of 2 Electric Battery Locomotives.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1931—contd.

B.—COACHING STOCK.—Broad and metre gauges.

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					Four-wheelers.				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5' 6" GAUGE.										
Bengal-Nagpur	486	191	340	4,912	40,522	69	108	36	288	2,492
Bombay, Baroda and Central India	339	666	969	..	34,626	38	..	160	..	1,818
Eastern Bengal	260	619	93	798	29,156	41	113	72	371	1,300
East Indian	1,200	1,560	1,968	10,630	109,742	499	560	935	302	24,497
Great Indian Peninsula	*822	1,386	963	143	†81,706	91	..	246	44	3,850
Madras and Southern Mahratta	203	60	300	..	22,428	194	32	259	36	8,644
Nizam's State	37	..	..	..	4,898	37	60	265	..	1,204
North Western	1,088	432	389	4,288	116,680	176	26	501	990	6,349
South Indian	142	..	156	..	14,088	2	24	..	..	..
Total	4,577	4,914	5,178	20,771	453,846	1,147	923	2,474	2,031	50,154
3' 3½" GAUGE.										
Assam-Bengal	228	..	..	..	16,146	..	..	..	..	..
Bengal and North-Western	421	..	..	1,796	35,824	621	276	504	1,352	22,096
Bombay, Baroda and Central India	765	48	60	..	58,473	263	384	624	..	4,311
Burma	504	44	..	..	35,651	214	96	128	..	7,100
Eastern Bengal	314	228	..	484	21,309	147	180	24	412	3,052
Jodhpur	70	8	..	..	5,654	56	33	72	312	724
Madras and Southern Mahratta	309	128	243	..	19,846	136	128	156	..	3,210
Nizam's State	39	..	..	..	3,751	61	108	240	..	1,972
Rohilkund and Kumaon	72	..	..	..	6,684	112	96	48	70	3,436
South Indian	758	636	557	30	48,255	19	..	..	..	596
Total	3,480	1,092	960	2,310	251,593	1,629	1,301	1,826	2,146	46,497

* Includes 102 bogies Electric Stock.

† Includes 10,815 third class seats of above-referred Electric Stock.

* 7

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1931—contd.

B.—COACHING STOCK—Broad and metre gauges—contd.

COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION.										
Bogies.					Four-wheelers.					Railway.
No.	Seats by classes.				No.	Seats by classes.				
	1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	
	12	13	14	15		16	17	18	19		20	21	22
5' 6" GAUGE.										
125	1,553	1,962	931	1,291	18	96	170	32	59	Bengal-Nagpur.
93	1,161	2,296	150	2,073	18	108	288	..	..	Bombay, Baroda and Central India.
235	1,903	2,940	9,074	8,551	22	196	264	96	104	Eastern Bengal.
458	2,939	5,824	11,126	13,668	74	434	602	367	443	East Indian.
*309	†3,376	†6,561	1,536	†6,423	6	31	50	48	53	Great Indian Peninsula.
120	476	1,657	1,331	4,740	34	114	203	125	191	Madras and Southern Mahratta.
17	180	572	..	269	9	54	117	..	..	Nizam's State.
712	4,532	6,446	14,032	34,011	72	522	639	32	82	North Western.
52	552	1,258	..	1,136	2	12	16	..	..	South Indian.
2,121	16,672	29,516	38,180	72,162	255	1,567	2,349	700	932	Total.
3' 3½" GAUGE.										
174	1,188	1,060	1,568	3,661	..	..	..	..	..	Assam-Bengal.
57	444	648	657	669	103	429	438	460	964	Bengal and North Western.
153	1,242	1,551	162	2,390	32	192	192	..	..	Bombay, Baroda and Central India.
163	1,361	2,612	..	1,926	19	114	152	..	..	Burma.
134	853	783	1,694	2,330	66	234	234	253	338	Eastern Bengal.
42	130	190	669	975	11	29	42	13	..	Jodhpur.
90	386	660	356	1,641	22	88	132	..	..	Madras and Southern Mahratta.
13	120	275	..	196	10	63	138	..	..	Nizam's State.
23	147	216	308	588	20	67	69	139	139	Rohilkund and Kumaon.
160	1,087	2,364	147	1,837	5	30	40	..	..	South Indian.
1,009	6,958	10,359	5,561	16,213	288	1,246	1,437	870	1,441	Total.

* Includes 51 Bogies Electric Stock.

† Includes 651 first, 1,888 second and 1,921 third class seats of above referred Electric Stock.

H50CRAccts

10.—Statement of Equipment showing the actual stock running on *Class I Railways* on the 31st March 1931—contd.

B.—COACHING STOCK—*Broad and metre gauges*—contd.

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.										MILITARY CARS.		DINING CARS.	
	Bogies.					Four-wheelers.					No. (in units).	Seats.	No. (in units).	Seats.
	No.	Seats by classes.				No.	Seats by classes.							
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5' 6" GAUGE.														
Bengal-Nagpur	95	..	..	276	5,168	17	..	..	52	510	..	..	13	160
Bombay, Baroda and Central India.	76	32	..	1,235	3,995	..	..	..	..	..	..	..	*14	†448
Eastern Bengal	191	..	..	1,373	16,216	11	..	..	176	247	..	..	2	72
East Indian	444	8	19	552	28,098	23	..	..	..	852	..	..	19	504
Great Indian Peninsula	277	91	252	103	14,459	21	..	40	..	657	58	3,284†	38	‡1416
Madras and Southern Mahratta.	121	..	..	..	7,187	38	..	..	..	1,046	..	..	5	122
Nizam's State	12	..	..	..	516	2	..	..	..	72	..	..	..	..
North Western	466	188	223	1,522	28,555	..	..	..	..	..	18	1,188	26	700
South Indian	81	72	144	..	4,305	..	..	..	..	..	..	..	3	88
Total	1,763	391	629	5,061	108,499	112	..	40	228	3,384	76	4,472	120	3,510
3' 3½" GAUGE.														
Assam-Bengal	113	..	..	1,108	2,868	53	..	..	212	..	..	..	..	..
Bengal and North Western	40	..	..	..	1,868	21	..	..	..	516	..	..	2	18
Bombay, Baroda and Central India.	202	..	..	..	9,959	2	..	..	..	34	..	..	5	88
Burma	203	100	48	..	8,531	25	..	..	..	493	..	..	3	61
Eastern Bengal	134	..	..	156	5,410	6	..	..	..	96	..	..	2	30
Jodhpur	48	..	..	..	2,790	4	..	..	..	86	..	..	4	70
Madras and Southern Mahratta.	130	..	..	24	4,486	179	..	..	..	2,634	..	..	..	..
Nizam's State	21	..	128	..	584	5	..	..	..	168	..	..	..	..
Rohilkund and Kumaon	19	..	..	80	1,001	1	..	..	13	13	..	..	1	24
South Indian	307	8	34	..	15,397	1	..	..	..	22	..	..	6	192
Total	1,217	108	210	1,368	52,694	297	..	..	225	4,068	..	..	23	393

* Includes one bogie dining car for H. E. the Governor of Bombay built from other than Railway Funds.

† Excludes the seating capacity of the dining car referred to in * above.

‡ Difference over last year's figures is due to seating capacity of these cars being calculated in 1929-30 at 88 and 54 instead of 66 and 42 each.

§ Excludes 273 servants' seats.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1931—contd.

B.—COACHING STOCK—Broad and metre gauges—contd.

SALOONS, ROYAL AND STATE.				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	47
5' 6" GAUGE.									
1	2	..	..	6	30	..	..	830	Bengal-Nagpur.
1	7	..	..	13	156	*12	129	604	Bombay, Baroda and Central India.
2	6	..	..	3	10	..	..	767	Eastern Bengal.
17	37	..	..	24	169	..	..	2,758	East Indian.
5	20	..	..	21	186	15	75	1,663	Great Indian Peninsula.
2	4	||1	2	3	21	||2	12	723	Madras and Southern Mahratta.
§11	55	5	12	4	32	..	..	134	Nizam's State.
18	68	..	..	19	82	..	..	2,595	North Western.
1	2	..	..	2	16	..	..	285	South Indian.
58	201	6	14	95	702	29	216	10,359	Total.
3' 3½" GAUGE.									
1	2	2	8	..	..	..	..	571	Assam-Bengal.
1	2	2	4	..	..	14	22	1,282	Bengal and North-Western.
†3	5	..	..	15	88	1	2	1,441	Bombay, Baroda and Central India.
3	4	..	..	13	92	..	..	1,147	Burma.
2	4	..	..	2	6	..	..	807	Eastern Bengal.
..	..	..	..	..	..	..	..	235	Jodhpur.
2	4	..	..	1	6	4	12	873	Madras and Southern Mahratta.
4	29	1	4	1	3	1	4	156	Nizam's State.
..	..	..	..	..	..	3	5	251	Rohilkund and Kumaon.
4	22	..	..	3	38	..	..	1,263	South Indian.
20	72	5	16	35	233	23	45	8,026	Total.

* Includes 5 six wheelers having a carrying capacity of 45 passengers.

† These figures do not include 5 bogies and 1 four-wheeler built and maintained from other than Railway Funds and one saloon built from Railway Funds but maintained by the Holkar Durbar to whom it was presented.

‡ For 12 carriages only.

§ Includes 3 first class State carriages.

|| Six-wheeled.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1931—contd.

B.—COACHING STOCK—Broad and metre gauges—contd.

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (news-paper, letter sorting).	Mails (news-paper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). In units.
	Bogies.	Four-wheelers.				Stalls.			
	No.	No.					No.		
48	49	50	51	52 (in units).	53 (in units).	54 (in units).	55	56 (in units).	57
5' 6" GAUGE.									
Bengal-Nagpur	..	..	28	..	75	41	246	14	70
Bombay, Baroda and Central India	..	..	..	..	48	26	156	103	†2
Eastern Bengal	3	4	..	..	38	40	240	103	55
East Indian	..	..	4	14	229	171	1,026	63	42
Great Indian Peninsula	12	..	2	..	106	114	585	188	204
Madras and Southern Mahratta	..	..	..	4	42	27	162	90	2
Nizam's State	..	..	..	1	10	15	90	..	*10
North Western	18	..	..	..	97	163	978	188	423
South Indian	..	..	3	..	25	18	108	31	..
Total	33	4	37	19	670	615	3,591	780	808
3' 3½" GAUGE.									
Assam-Bengal	8	19	..	..	21	12	48	6	39
Bengal and North-Western	..	..	..	..	21	30	120	..	..
Bombay, Baroda and Central India	..	..	..	..	59	37	148	‡20	‡5
Burma	31	..	..	..	76	36	144	25	95
Eastern Bengal	7	..	..	1	34	35	140	95	54
Jodhpur	..	..	..	..	4	8	32	7	3
Madras and Southern Mahratta	..	..	..	..	32	36	144	44	14
Nizam's State	..	..	..	..	4	12	48	..	*2
Rohilkund and Kumaon	..	..	3	..	7	12	48	..	7
South Indian	7	..	5	..	33	48	116	13	13
Total	53	19	8	1	291	266	988	210	236

* Includes 2 State Vehicles (a dynamo van and a kitchen third bogie).
† Refrigerator vans.

‡ Includes 3 Insulated cars, bogie.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1931—contd.

B.—COACHING STOCK—Broad and metre gauges—contd.

BRAKE VANS USED EXCLUSIVELY ON PASSENGER SERVICE.		Total other coaching vehicle In units (cols. 49 to 54, 56, 57).	Total coaching vehicles for public use. In units. (Cols. 46, 58 to 60.)	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.			No.	Berths.	
No.	No.					
58	59	60	61	62	63	64
5' 6" GAUGE.						
..	3	228	1,061	73	132	Bengal Nagpur.
25	25	179	833	20	40	Bombay, Baroda and Central India.
..	30	243	1,040	57	109	Eastern Bengal.
..	140	523	3,421	314	260	East Indian.
16	69	626	2,374	142	313	Great Indian Peninsula.
..	46	165	934	60	294	Madras and Southern Mahratta.
..	9	36	179	9	17	Nizam's State.
..	215	889	3,699	256	374	North Western.
..	..	77	362	23	17	South Indian.
41	537	2,966	13,903	954	1,556	Total.
3' 3½" GAUGE.						
..	..	105	676	95	261	Assam Bengal.
..	163	55	1,500	32	48	Bengal and North-Western.
21	35	121	1,618	33	58	Bombay, Baroda and Central India.
..	..	263	1,410	69	138	Burma.
..	45	226	1,078	77	86	Eastern Bengal.
4	10	22	271	50	135	Jodhpur.
..	..	126	999	53	124	Madras and Southern Mahratta.
..	15	18	189	125	18	Nizam's State.
..	..	29	280	12	14	Rohilkund and Kumaon.
..	2	119	1,384	67	84	South Indian.
25	270	1,084	9,405	513	966	Total.

† Includes 15 workmen's train carriages not for traffic.

10.—Statement of Equipment showing the actual stock running on
C.—Goods

Railway.	COVERED WAGONS. (IN UNITS.)					OPEN WAGONS (HIGH-SIDED). (IN UNITS.)					OPEN	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal-Nagpur .	3,569	4,049	..	..	146,182	1,019	11,269	..	..	265,241	243	..
Bombay, Baroda & Central India.	1,230	4,965	..	..	129,310	335	1,920	32	7	48,693	..	31
Eastern Bengal .	2,587	4,231	..	2	126,407	102	112	4	2	4,216	338	283
East Indian .	1,292	31,508	..	2	639,859	603	13,536*	16	4	289,045	412	2
Great Indian Peninsula.	2,586	7,104	..	1,057	233,293	458	2,603	..	224	71,770	1,323	180
Madras & South- ern Mahratta.	722	3,326	..	..	86,117	194	884	..	63	24,742	129	80
Nizam's State .	..	829	..	..	17,283	..	750	..	..	14,528	..	575
North Western .	2,726	20,690	207	102	492,819	61	2,376	..	101	54,010	465	1,553
South Indian .	5	1,161	..	..	24,721	1	455	..	..	10,078	..	..
TOTAL	14,717	77,803	207	1,163	1,895,991	2,773	33,905	52	401	784,323	2,910	2,704

Railway.	COVERED WAGONS. (IN UNITS.)					OPEN WAGONS (HIGH-SIDED). (IN UNITS.)					OPEN	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capa- city in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3' 3½" GAUGE.												
Assam-Bengal .	843	3,884	100	..	50,944	30	..	44	..	1,180	52	..
Bengal & North- Western.	3,938	5,048	1,049	..	114,705	..	..	..	..	..	471	350
Bombay, Baroda & Central India.	512	5,708	463	95	85,952	225	129	480	14	12,625	..	428
Burma .	..	6,469	..	195	89,465	..	..	..	..	..	839	992
Eastern Bengal .	866	2,012	567	887	62,267	..	10	..	12	441	512	141
Jodhpur .	..	1,516	496	3	22,313	..	..	..	..	..	..	97
Madras & South- ern Mahratta.	1,687	3,550	1,029	42	75,382	..	787	110	..	14,686	43	333
Nizam's State .	..	989	..	..	12,657	..	175	..	..	813	..	256
Rohilkund and Kumaon.	393	913	874	..	30,616	..	..	30	..	540	67	194
South Indian .	1,183	1,240	1,560	45	56,515	269	346	91	344	15,432	..	..
TOTAL	9,222	31,329	6,138	1,267	600,816	524	1,347	755	370	45,717	1,984	2,791

* Includes 150 Broad Gauge coal wagons belonging to B. and N. W. Ry. kept for use on the E. I. Ry. The total carrying capacity of these wagons is 2,850 tons.

† Excludes 15 high-sided wagons coupled to goods brake vans.

Class I Railways on the 31st March 1931—Broad and metre gauges—contd.
Stock.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11, 16.)	Brake vans used indiscrimi- nately on passen- ger, mixed or goods service. (In units)	Railway service vehicles (includ- ing inspec- tion trolleys). (In units.)	Travel- ling Cranes and their dum- my trucks. (In units.)	Road Mo- tors.	Railway.
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wag- ons.	Wag- ons for explo- sives.	Timber or rail wagons.		Petrol tank Wag- ons.	Other tank Wag- ons.	Mis- cella- neous Wag- ons.						
14	15	16	17	18	24 tons and under.	Over 24 tons.	21	22	23	24	25	26	27	28	29
..	..	3,888	18	10	252	569	30	160	1,038	22,256	511	164	59	2	5' 6" GAUGE.
51	223	11,087	1,003	12	..	..	22	111	201	10,143	228	512	..	10	Bengal-Nagpur.
171	..	16,126	..	5	41	87	26	77	101	8,169	99	114	27	8	Bombay, Baro- & Central India Eastern Bengal.
..	..	5,131	115	37	142	418	70	233	359	48,799	1,190	1,446	112	26	East Indian.
..	..	23,267	1,930	32	201	70	63	149	20	18,000	548	731	97	24	Great Indian Pen- insula.
..	..	3,850	5	28	99	9	56	78	5	5,678	226	368	29	1	Madras & Southern Mahratta.
..	..	10,681	..	..	10	..	..	..	..	2,164	37	**130	4	34	Nizam's State.
12	147	47,610	4	66	81	438	91	370	5	29,495	468	446	96	23	North Western.
..	..	..	..	13	166	12	9	9	..	1,771	73	189	4	..	South Indian.
234	270	121,640	3,075	203	1,022	1,603	367	1,227	1,729	146,475	3,380	4,100	443	98	Total.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11, 16.)	Brake vans used indiscrimi- nately on passen- ger, mixed or goods service (in units).	Railway service vehicles (includ- ing inspec- tion trolleys) (in units).	Travel- ling Cranes and their dum- my trucks (in units).	Road Mo- tors.	Railway.
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wag- ons.	Wag- on for explo- sives.	Timber or rail wagons.		Petrol tank Wag- ons.	Other tank Wag- ons.	Mis- cella- neous Wag- ons.						
14	15	16	17	18	15 tons and under.	Over 15 tons.	21	22	23	24	25	26	27	28	29
..	..	520	17	1	..	215	78	58	52	5,174	5	597	19	2	3' 3 1/2" GAUGE.
28	..	8,786	..	..	281	100	16	..	13	11,294	110	3	24	1	Assam-Bengal.
381	..	12,194	952	23	12	125	6	25	82	9,660	139	602	48	..	Bengal & North- Western.
..	158	24,341	737	9	326	519	8	88	16	10,336	248	334	106	..	Bombay, Baroda & Central India.
..	108	8,289	..	8	153	158	6	55	10	5,505	88	105	30	..	Burma.
70	223	6,649	47	3	..	..	6	13	..	2,474	47	86	2	..	Eastern Bengal.
..	..	4,567	126	15	180	9	16	48	263	8,233	256	199	51	..	Jodhpur.
..	2	3,114	..	..	20	..	..	4	..	1,346	†36	**142	6	3	Madras & Southern Mahratta.
..	..	2,713	..	2	100	40	..	..	7	2,620	57	35	24	1	Nizam's State.
15	..	275	..	9	44	150	35	95	6	5,432	225	1,416	16	..	Rohilkund and Kumaon.
494	491	71,448	1,879	70	1,116	1,316	171	366	449	62,079	1,211	3,519	326	7	South Indian.
494	491	71,448	1,879	70	1,116	1,316	171	366	449	62,079	1,211	3,519	326	7	Total.

† Includes 15 high-sided wagons coupled to goods brake vans.

‡ Excludes 2 Super Sentinel tractors and 6 Trailers shown last year.

¶ Includes 47 inspection trollies.

** Includes 6 inspection trollies.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the
31st March 1931—concl'd.

COACHING STOCK—(Narrow gauge)—concl'd.

Railway.	PASSENGER VEHICLES. (For public use.)					Other coaching vehicles including brake vans for public use. In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailers for public use in units.
	No. (in units).	SEATS BY CLASSES.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE.									
Bengal-Nagpur	373	523	559	1,060	11,660	29	402	18	3
Bombay, Baroda and Central India	66	..	176	..	3,267	..	66	..	..
Eastern Bengal	62	74	24	153	1,125	..	62	1	..
Great Indian Peninsula	44	34	45	..	1,318	2	46	1	..
North Western	320	457	658	1,060	9,309	60	380	14	..
South Indian	23	40	..	..	628	11	34	1	..
TOTAL	888	1,153	1,462	2,273	27,807	102	990	35	3
2' 0" GAUGE.									
Bengal-Nagpur	1	..	..	..	..	..	1	..	..
TOTAL	1	..	..	..	..	..	1	..	..

GOODS STOCK—(Narrow gauge.)

Railway.	Goods wagons.		Railway service wagons (In units).	REMARKS.
	Number. (In units).	Total capacity in tons.		
1	2	3	4	5
2' 6" GAUGE.				
Bengal Nagpur	*2,011	**30,933	20	
Bombay, Baroda and Central India	†301	††3,549	6	
Eastern Bengal	‡66	‡‡307	..	
Great Indian Peninsula	§184	§§2,854	29	
North Western	¶888	¶¶11,829	83	
South Indian	78	765	..	
TOTAL	3,528	60,387	138	
2' 0" GAUGE.				
Bengal-Nagpur	520	1,352	..	
TOTAL	520	1,352	..	

* Includes 279 special wagons.

† Includes 20 special wagons.

‡ Includes 6 special wagons.

§ Includes 5 special wagons.

¶ Includes 131 special wagons.

** Includes 150 tons carrying capacity of 279 special wagons.

†† Includes 75 tons carrying capacity of 20 special wagons.

‡‡ Includes 28 tons carrying capacity of 6 special wagons.

§§ Includes 30 tons carrying capacity of 5 special wagons.

¶¶ Includes 1,181 tons carrying capacity of 131 special wagons.

**11.—STATEMENT OF NET ADDITIONS TO, OR REDUC-
TIONS OF EQUIPMENT OF CLASS I RAILWAYS
DURING THE YEAR 1930-31.**

11.—Statement of net additions to, or reductions of

Railway.	LOCOMOTIVES.			RAIL MOTORS.		STEAM COACHES.		ELECTRIC MOTOR COACHES.		COACHING VEHICLES USED EXCLUSIVELY	
	Steam.	Electric.	Tractive effort (in lbs.)	No.	Seats.	No.	Seats.	No.	Seats.	Pass.	
	No.	No.								No.	1st.
1	2	3	4	5	6	7	8	9	10	11	12
5' 6" GAUGE.											
Bengal Nagpur	21	..	1,566,518	..	..	..	..	..	..	—21	104
Bombay, Baroda and Central India	4	..	346,967	..	..	..	..	..	..	4	160
Eastern Bengal	—5	..	225,315	..	..	..	..	..	..	58	258
East Indian	50	..	3,204,374	..	..	..	..	..	..	—142	—211
Great Indian Peninsula	—57	21	*—637,775	..	..	..	..	..	..	23	144
Madras and Southern Mahratta	—4	..	34,225	..	..	..	..	..	..	—1	52
Nizam's State	9	..	297,968	..	..	..	..	..	..	..	..
North Western	—1	..	675,364	..	..	..	..	..	..	—4	132
South Indian	—1	..	18,720	..	..	..	..	..	..	..	5
Total	16	21	5,681,676	..	..	..	..	..	..	—83	644
3' 3½" GAUGE.											
Assam-Bengal	2	..	61,309	..	..	..	..	..	..	24	100
Bengal and North-Western	22	..	376,246	..	..	..	..	..	..	8	36
Bombay, Baroda and Central India	—9	..	18,621	..	..	..	..	..	..	22	—8
Burma	9	..	398,180	..	..	..	..	..	..	45	—124
Eastern Bengal	—2	..	102,070	..	..	..	56	..	..	67	72
Jodhpur	..	..	..	..	..	..	..	..	..	—1	1
Madras and Southern Mahratta	—6	..	—20,659	..	..	..	..	..	..	—1	..
Nizam's State	4	..	139,997	..	..	..	..	..	..	..	12
Rohilkund and Kumaon	3	..	47,359	..	..	..	..	..	..	..	..
South Indian	16	..	295,282	..	..	..	..	..	..	30	144
Total	39	..	1,418,405	..	..	..	56	..	..	194	235
2' 6" & 2' 0" GAUGES.											
Bengal-Nagpur	..	..	23,114	..	..	..	..	..	..	3	..
Bombay, Baroda and Central India	..	..	†23,820	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	—2	..	..	..	..	..	..	..	12
Great Indian Peninsula	..	..	..	..	..	..	..	..	..	..	..
North Western	8	..	183,408	..	..	..	..	..	..	15	5
South Indian	..	..	..	..	..	..	..	..	..	..	..
Total	8	..	230,340	..	..	..	..	..	..	18	17

*Includes —20,900 lbs. Tractive effort of 21 Electric locomotives.

†Due to inclusion of Tractive effort of 2 Z B engines not included in last year's figures.

‡The figures are in units.

equipment of Class I Railways during the year 1930-31—By gauges.

PASSENGER CARRIAGES (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).						Railway Service vehicles, including Officers' carriages in inspection trollies, Travelling cranes and Dummy Trucks.		Road Motors.	Railway.
Passenger Carriages.			Other coaching vehicles including brake vans.	Covered wagons.		Open wagons.		Special wagons including brake vans.	Passenger.	Goods.			
Seats.				No.	Capacity (in tons).	No.	Capacity (in tons).						
2nd.	Inter.	3rd.											
13	14	15	16	17	18	19	20	21	22	23	24	25	
5' 6" GAUGE.													
182	412	1,160	21	17	510	15	310	22	..	6	..	Bengal Nagpur.	
204	..	774	4	39	248	27	121	123	3	18	1	Bombay, Baroda and Central India.	
132	804	3,298	20	53	547	10	173	15	..	24	2	Eastern Bengal.	
342	553	4,932	22	591	11,096	428	32,460	128	38	3	1	East Indian.	
200	209	3,185	130	7	187	157	2,158	75	4	114	2	Great Indian Peninsula.	
238	128	152	10	15	319	12	183	38	1	3	..	Madras and Southern Mahratta.	
..	..	33	..	31	676	3	58	1	1	4	..	Nizam's State.	
30	312	1,163	18	178	20,116	80	1,400	137	32	12	7	North Western.	
8	..	..	4	6	102	..	..	5	..	8	..	South Indian.	
168	1,316	1,731	157	845	30,343	124	28,057	106	75	80	7	Total.	
3' 3½" GAUGE.													
88	148	676	36	311	4,516	6	68	85	19	19	..	Assam-Bengal.	
..	540	720	..	67	832	3	26	..	..	..	..	Bengal and North-Western.	
10	..	881	19	217	3,165	20	221	12	3	40	..	Bombay, Baroda and Central India.	
132	..	3,081	30	17	2,717	1	49	98	..	11	..	Burma.	
72	264	3,751	2	103	1,919	2	3	17	4	3	..	Eastern Bengal.	
8	23	181	..	1	115	1	577	2	29	29	..	Jodhpur.	
39	31	397	7	634	13,456	143	3,286	35	..	14	..	Madras and Southern Mahratta.	
20	..	116	..	162	2,280	4	28	..	..	1	..	Nizam's State.	
..	..	34	..	34	519	..	68	..	..	..	..	Rohilkund and Kumaon.	
378	108	1,568	2	51	478	47	97	4	5	238	..	South Indian.	
731	852	9,303	50	1,325	27,377	81	3,929	117	54	151	..	Total.	
2' 6" & 2' 0" GAUGES.													
..	6	68	1	20	320	20	345	5	..	..	..	Bengal-Nagpur.	
..	..	..	..	2	34	8	140	..	..	..	..	Bombay, Baroda and Central India.	
12	..	44	..	17	84	1	5	3	..	..	..	Eastern Bengal.	
..	..	..	..	..	..	..	..	..	..	..	..	Great Indian Peninsula.	
10	124	633	10	83	1,407	13	235	6	..	17	..	North Western.	
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.	
2	130	657	9	88	1,677	40	715	8	..	17	..	Total.	

† The figures are in units.

‡ Includes 2,700 tons not included in the previous year.

12.—Statement of Passenger Revenue Statistics of

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. 8	Passengers carried	
		1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7		1st. 9	2nd. 10
5' 6" GAUGE.									
Bengal-Nagpur	1929-30	34.4	171.0	1,978.2	20,489.4	22,673.0	932.0	39.2	183.6
	1930-31	29.7	153.0	1,844.3	18,580.4	20,607.4	765.8	34.5	165.9
Bombay, Baroda and Central India	1929-30	159.7	3,393.4	45.4	56,090.8	59,689.3	2,316.2	168.7	3,435.5
	1930-31	115.4	3,044.3	43.4	53,448.8	56,651.9	2,079.6	122.9	3,080.1
Eastern-Bengal	1929-30	80.7	437.6	3,866.2	32,346.9	36,731.4	1,447.3	87.5	455.7
	1930-31	69.3	399.6	3,501.0	28,571.0	32,540.9	1,232.3	75.0	415.5
East Indian	1929-30	86.3	557.1	5,663.7	63,089.9	69,397.0	2,700.0	100.7	600.3
	1930-31	77.8	526.3	5,193.7	58,264.6	64,062.4	2,594.0	89.6	568.9
Great Indian Peninsula	1929-30	113.5	1,756.0	218.7	58,463.0	60,551.2	2,941.0	127.6	1,810.1
	1930-31	93.9	1,489.4	184.2	51,674.1	53,441.6	1,550.8	107.6	1,535.2
Madras and Southern Mahratta	1929-30	16.0	159.9	407.7	27,369.9	27,953.5	1,333.1	24.2	191.4
	1930-31	14.0	127.9	338.1	24,262.3	24,742.3	1,585.6	21.7	160.5
Nizam's State	1929-30	5.8	51.6	Nil	4,743.8	4,801.2	480.5	8.6	64.9
	1930-31	5.4	47.9	Nil	4,599.7	4,653.0	476.5	8.1	63.8
North Western (Commercial)	1929-30	84.9	645.5	3,016.9	72,716.9	76,464.2	2,966.6	101.8	711.2
	1930-31	72.2	590.8	2,878.9	61,825.9	65,367.8	2,641.8	87.8	649.6
North Western (Military)	1929-30	8.9	59.8	154.4	6,124.2	6,347.3	1,866.6	14.9	93.8
	1930-31	8.1	53.2	136.7	5,749.7	5,947.7	1,640.7	13.6	83.8
North-Western (Total)	1929-30	93.8	705.3	3,171.3	78,841.1	82,811.5	1,328.6	106.4	743.9
	1930-31	80.3	644.0	3,015.6	67,575.6	71,315.5	1,206.1	91.1	677.8
South Indian	1929-30	7.6	97.3	Nil	11,665.4	11,770.2	1,266.9	14.9	127.0
	1930-31	7.1	89.0	Nil	12,835.8	12,931.9	1,043.0	11.7	113.3
TOTAL 5' 6" gauge	1929-30	597.8	7,329.1	15,351.2	353,100.2	376,378.3	(a)13,845.6	(a)677.8	(a)7,612.4
	1930-31	492.9	6,521.4	14,120.3	319,812.3	340,946.9	(a)12,533.7	(a) 562.2	(a) 6,781.0
3' 3½" GAUGE.									
Assam Bengal	1929-30	15.3	49.6	624.5	13,323.7	14,013.1	498.9	18.0	54.4
	1930-31	13.9	43.2	505.6	11,622.6	12,185.3	443.6	16.6	47.8
Bengal and North Western	1929-30	12.6	95.1	396.6	37,576.5	38,080.8	1,622.0	14.7	104.2
	1930-31	11.8	82.1	363.6	34,631.1	35,088.6	1,329.7	13.1	88.0
Bombay, Baroda and Central India	1929-30	14.7	108.5	7.8	27,388.0	27,519.0	2,963.8	22.3	154.4
	1930-31	13.9	108.7	7.4	25,422.6	25,552.6	2,891.9	22.3	158.3
Burma	1929-30	58.4	612.1	Nil	32,453.3	33,123.8	Nil	58.4	612.1
	1930-31	51.6	540.0	Nil	28,270.6	28,862.2	Nil	51.6	540.0

Class I Railways for the years 1929-30 and 1930-31.

(in hundreds.) (a)				Passenger miles (in thousands).					Railway. 20
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	
5' 6" GAUGE.									
2,040.4	21,341.8	23,605.0	27,430.8	7,904	16,867	72,127	979,407	1,076,305	Bengal-Nagpur.
1,871.7	19,301.1	21,373.2	24,453.2	6,736	17,485	68,438	858,364	951,023	
47.3	58,354.0	62,005.5	92,887.3	10,909	54,792	10,468	1,213,804	1,289,973	Bombay, Baroda and Central India.
46.2	55,482.3	58,731.5	87,607.9	9,712	49,805	10,443	1,149,022	1,218,982	
3,939.8	33,695.7	38,178.7	53,594.0	6,027	15,853	72,190	773,494	867,564	Eastern Bengal.
3,560.8	29,721.9	33,773.2	45,052.0	5,439	14,764	60,456	683,865	764,524	
5,745.0	65,651.0	72,097.0	72,097.0	20,732	71,755	257,516	3,809,377	4,159,380	East Indian.
5,273.9	60,724.0	66,656.4	66,656.4	18,831	67,846	226,548	3,412,991	3,726,216	
239.2	60,415.3	62,952.2	64,195.3	27,003	79,578	29,216	2,079,782	2,215,579	Great Indian Peninsula.
204.4	53,145.2	54,992.4	55,717.3	23,898	72,071	24,858	1,755,837	1,876,664	
430.4	28,640.6	29,286.6	47,668.2	5,504	19,292	28,563	893,654	947,013	Madras and Southern Mahratta.
348.1	25,797.6	26,327.9	41,620.4	5,103	18,399	23,592	796,971	844,056	
Nil	5,208.2	5,281.7	11,552.9	1,092	5,735	Nil	183,920	190,747	Nizam's State.
Nil	5,057.6	5,129.5	11,136.4	1,063	5,885	Nil	177,451	184,399	
3,133.2	75,484.6	79,430.8	||	18,414	72,276	174,515	3,281,544	3,546,753	North-Western (Commercial).
2,982.4	64,289.8	68,009.6	||	16,690	69,962	151,055	2,944,619	3,182,326	
228.8	7,876.4	8,213.9	||	1,772	6,658	11,732	336,571	356,733	North-Western (Military).
205.1	7,285.9	7,588.4	||	1,549	6,296	10,233	292,699	310,777	
3,223.9	80,065.9	84,140.1	85,371.2	20,190	78,934	186,247	3,618,115	3,903,486	North-Western (Total).
3,063.2	68,689.5	72,521.6	73,562.7	18,239	76,258	161,288	3,237,318	3,493,103	
Nil	12,895.2	13,037.1	64,620.3	1,572	7,766	Nil	336,106	339,444	South Indian.
Nil	13,849.9	13,974.9	63,189.6	1,382	7,539	Nil	345,015	353,936	
(a) 15,666.0	(a) 366,267.7	(a) 390,223.9		100,933	350,572	656,327	13,881,659	14,989,491	TOTAL 5' 6" gauge.
(a) 14,368.3	(a) 331,769.1	(a) 353,480.6		90,403	330,043	575,623	12,416,834	13,412,903	
3' 3½" GAUGE.									
649.7	13,739.9	14,512.0	14,512.0	1,570	3,235	25,508	394,355	424,668	Assam Bengal.
531.2	12,033.3	12,628.9	12,628.9	1,481	2,864	20,841	340,550	365,736	
429.9	39,154.0	39,702.8	39,702.8	1,293	6,522	23,878	1,429,081	1,460,774	Bengal and North-Western
386.5	35,930.7	36,418.3	36,418.3	1,253	6,171	21,566	1,169,876	1,198,866	
11.0	30,295.1	30,432.8	*	3,042	14,368	522	1,180,222	1,198,154	Bombay, Baroda and Central India.
11.8	28,252.1	28,444.5	*	2,646	13,690	580	1,104,867	1,121,783	
Nil	32,453.3	33,123.3	33,123.3	5,322	22,382	Nil	730,789	758,493	Burma.
Nil	28,270.6	28,862.2	28,862.2	4,654	19,357	Nil	609,555	633,566	

(a) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two more or separate journeys, but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

*Included under 5' 6" gauge.

|| Not required.

12.—Statement of Passenger Revenue Statistics of

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. 8	Passen- 10	
		1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7		1st. 9	2nd. 10
3' 3½" GAUGE—conold.									
Eastern Bengal	1929-30	10,4	57,2	685,6	13,064,4	13,817,6	2,264,5	16,4	71,5
	1930-31	8,0	47,7	471,4	9,655,2	10,182,3	1,553,1	13,6	60,0
Jodhpur	1929-30	2,7	22,3	92,5	3,216,5	3,332,9	374,6	4,3	29,7
	1930-31	2,4	19,6	85,2	3,204,6	3,311,8	371,4	3,9	26,8
Madras and Southern Mah- ratta.	1929-30	9,6	125,4	77,9	13,204,4	13,417,3	1,309,4	12,6	142,6
	1930-31	8,0	99,4	64,5	15,615,7	15,787,6	941,6	10,3	113 7
Nizam's State	1929-30	3,9	50,3	Nil	6,312,6	6,366,8	317,1	4,7	54,4
	1930-31	3,7	45,7	Nil	6,084,8	6,134,2	326,1	4,5	50,9
Rohilkund and Kumaon	1929-30	3,9	19,9	44,5	5,814,6	5,882,9	207,2	5,6	26,0
	1930-31	3,9	18,9	42,2	6,429,6	6,494,6	183,1	5,6	25,1
South Indian	1929-30	28,2	392,7	12,4	50,867,3	51,300,6	958,0	38,6	426,2
	1930-31	20,1	339,0	9,9	48,703,2	49,072,2	1,054,4	30,1	375,5
TOTAL 3' 3½" GAUGE	1929-30	159,7	1,533,1	1,941,8	208,221,2	211,855,8	(a)10,515,5	(a)195,5	(a)1,675,5
	1930-31	137,3	1,344,3	1,540,8	189,640,0	192,671,4	(a)9,094,9	(a)171,6	(a)1,486,1
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	1929-30	1,8	13,6	115,1	3,917,3	4,047,8	296,3	2,7	18,6
	1930-31	1,4	11,8	92,9	3,175,3	3,281,4	233,0	2,1	16,4
Bombay, Baroda and Central India.	1929-30	Nil	4,1	Nil	1,321,6	1,325,7	142,4	Nil	5,1
	1930-31	Nil	3,7	Nil	1,708,1	1,711,8	126,3	Nil	4,6
Eastern Bengal	1929-30	1	5,2	13,5	815,7	834,5	96,7	1	6,6
	1930-31	1	4,3	10,8	765,9	781,1	118,3	1	5,2
Great Indian Peninsula	1929-30	Nil	2,9	Nil	1,236,7	1,239,6	145,8	Nil	3,6
	1930-31	Nil	1,9	Nil	833,7	835,6	95,0	Nil	2,3
North Western (Commercial)	1929-30	6,6	20,4	41,1	1,098,9	1,167,0	195,5	9,4	29,6
	1930-31	4,8	17,8	32,2	958,0	1,012,8	222,3	7,9	26,0
North Western (Military)	1929-30	4	1,7	9	292,7	295,7	40,1	7	2,7
	1930-31	2	1,6	9	251,1	253,8	40,9	5	2,5
North Western (Total)	1929-30	7,0	22,1	42,0	1,391,6	1,462,7	194,1	9,8	31,2
	1930-31	5,0	19,4	33,1	1,209,1	1,266,6	219,9	8,2	27,7
South Indian	1929-30	Nil	4	Nil	634,8	635,2	69,5	Nil	6
	1930-31	Nil	3	Nil	567,0	567,3	61,2	Nil	6
TOTAL 2' 6" AND 2' 0" GAUGES	1929-30	8,9	43,3	170,6	9,317,7	9,545,5	(a)944,8	(a)12,6	(a)65,7
	1930-31	6,5	41,4	136,8	8,259,1	8,443,8	(a)853,7	(a)10,4	(a)56,8
TOTAL CLASS I RAILWAYS	1929-30	766,4	8,910,5	17,463,6	570,639,1	597,779,6	(a)25,305,9	(a)886,0	(a)9,353,6
	1930-31	636,7	7,907,1	15,806,9	517,711,4	542,062,1	(a)22,482,3	(a)744,2	(a)8,323,9

Class I Railways for the years 1929-30 and 1930-31—contd.

Passengers carried (in hundreds). (a)				Passenger miles (in thousands).					Railways.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	
									20
									3' 3½" GAUGE—concl.
759.7	15,234.5	16,082.1	*	1,611	3,517	21,739	598,249	625,116	Eastern Bengal.
527.4	11,134.4	11,735.4	*	1,451	2,997	15,310	446,134	465,892	
97.8	3,576.7	3,708.5	3,708.5	540	3,114	4,473	151,309	159,436	Jodhpur.
90.1	3,562.4	3,683.2	3,683.2	471	2,880	4,303	151,220	158,874	
88.3	19,483.2	19,726.7	*	1,855	10,233	6,584	616,915	635,537	Madras and Southern Maharatta.
69.4	16,535.8	16,729.2	*	1,507	8,963	5,390	531,296	547,156	
Nil	6,624.8	6,633.9	*	599	3,925	Nil	213,391	217,915	Nizam's State.
Nil	6,404.9	6,460.3	*	606	3,722	Nil	198,944	203,272	
48.3	6,010.2	6,090.1	6,090.1	561	2,084	1,949	154,892	159,436	Kohilkund and Kumaon.
45.4	6,601.6	6,677.7	6,677.7	582	2,041	1,920	163,904	168,447	
12.6	51,781.2	52,258.6	*	3,839	22,268	2,406	1,281,085	1,309,598	South Indian.
10.0	49,711.0	50,126.6	*	2,997	19,673	1,944	1,187,585	1,212,199	
(a) 2,097.3	(a) 218,402.9	(a) 222,371.3		20,232	91,648	87,059	6,750,288	6,949,227	TOTAL 3' 3½" GAUGE.
(a) 1,671.8	(a) 198,436.8	(a) 201,766.3		17,648	82,358	71,854	5,903,931	6,075,791	
									2' 6" AND 2' 0" GAUGES.
126.8	4,196.0	4,344.1	*	149	961	4,302	130,635	136,047	Bengal-Nagpur.
103.6	3,392.3	3,514.4	*	119	939	3,677	105,357	110,092	
Nil	1,463.0	1,463.1	*	Nil	110	Nil	20,465	20,575	Bombay, Baroda and Central India.
Nil	1,833.5	1,838.1	*	Nil	101	Nil	25,465	25,566	
16.3	908.2	931.2	*	1	77	128	8,038	8,244	Eastern Bengal.
14.4	879.7	899.4	*	1	62	100	7,419	7,582	
Nil	1,381.8	1,385.4	*	Nil	90	Nil	23,562	23,652	Great Indian Peninsula.
Nil	928.3	930.6	*	Nil	58	Nil	16,094	16,152	
49.7	1,273.8	1,362.5	*	484	1,293	1,604	40,527	43,908	North Western (Commercial).
39.6	1,161.0	1,235.1	*	408	1,154	1,367	36,674	39,603	
1.3	331.1	335.8	*	52	197	112	10,894	11,255	North Western (Military.)
1.6	290.1	294.7	*	55	206	123	10,323	10,707	
50.6	1,565.2	1,656.8	*	536	1,490	1,716	51,421	55,163	North Western (Total).
40.5	1,410.1	1,486.5	*	463	1,360	1,490	46,997	50,310	
Nil	704.1	704.7	*	Nil	14	Nil	11,730	11,744	South Indian.
Nil	627.9	628.5	*	Nil	15	Nil	10,140	10,155	
(a) 193.7	(a) 10,218.3	(a) 10,490.3		686	2,742	6,146	245,851	255,425	TOTAL 2' 6" AND 2' 0" GAUGES.
(a) 158.5	(a) 9,071.8	(a) 9,297.5		583	2,535	5,267	211,472	219,857	
(a) 17,987.0	(a) 594,888.9	(a) 623,085.5	(a) 616,554.2	121,851	444,962	749,532	20,877,798	22,194,143	TOTAL CLASS I RAILWAYS.
(a) 16,198.6	(a) 539,277.7	(a) 564,544.4	(a) 557,266.2	108,634	419,936	662,744	18,532,337	19,708,551	

(a) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

* Included under 5' 6" Gauge.

12.—Statement of Passenger Revenue Statistics of

Railway. 21	Year. 22	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
		1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
5' 6" GAUGE.						
Bengal-Nagpur	1929-30	201.7	91.9	35.3	45.9	45.6
	1930-31	195.2	105.4	36.6	44.5	44.5
Bombay, Baroda and Central India	1929-30	64.7	15.9	221.4	20.8	20.8
	1930-31	79.0	16.2	225.8	20.7	20.8
Eastern Bengal	1929-30	68.9	34.8	18.3	23.0	22.7
	1930-31	72.5	35.5	17.0	23.0	22.6
East Indian	1929-30	206.0	120.0	45.0	58.0	58.0
	1930-31	210.0	119.0	43.0	56.0	56.0
Great Indian Peninsula	1929-30	211.5	44.0	122.2	34.4	35.4
	1930-31	222.1	46.9	121.6	33.0	34.1
Madras and Southern Mahratta	1929-30	227.3	100.8	66.4	31.2	32.3
	1930-31	234.7	114.6	67.8	30.9	32.1
Nizam's State	1929-30	126.8	88.4	Nil	35.3	36.1
	1930-31	131.0	92.2	Nil	35.1	35.9
North Western (Commercial)	1929-30	131.0	101.6	55.7	43.5	44.7
	1930-31	190.1	107.7	50.6	45.8	46.8
North Western (Military)	1929-30	118.8	71.0	51.3	42.7	43.4
	1930-31	114.4	75.1	49.9	40.2	41.0
North Western (Total)	1929-30	139.7	106.1	57.8	42.2	46.4
	1930-31	200.3	112.5	52.7	47.1	48.2
South Indian	1929-30	105.1	61.2	Nil	25.6	26.0
	1930-31	118.0	66.5	Nil	24.9	25.3
TOTAL 5' 6" GAUGE	1929-30	*148.9	*46.1	*41.9	*37.9	*38.4
	1930-31	*160.8	*48.6	*40.1	*37.4	*37.9
3' 3½" GAUGE.						
Assam Bengal	1929-30	37.4	59.4	39.3	28.6	29.3
	1930-31	39.5	59.9	39.2	28.3	28.9
Bengal and North-Western	1929-30	73.8	62.6	55.5	30.5	36.3
	1930-31	95.3	70.1	55.8	32.6	32.9
Bombay, Baroda and Central India	1929-30	136.4	93.0	47.3	38.9	39.3
	1930-31	118.8	86.5	49.3	39.1	39.4
Burma	1929-30	91.2	36.6	Nil	22.5	22.9
	1930-31	90.1	35.8	Nil	21.6	21.9

* Columns 23 to 27.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class I Railways for the years 1929-30 and 1930-31—contd.

EARNINGS FROM PASSENGERS CARRIED (INCLUDING REFUNDS AND REMISSIONS IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					Railway. 38
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	
Rs.	Rs.	Rs.	Rs.	Rs.						
5' 6" GAUGE.										
7.61	8.28	15.91	1,70.66	2,02.46	18.5	9.42	4.24	3.35	3.61	Bengal-Nagpur.
6.80	7.90	14.56	1,48.08	1,77.34	19.4	8.68	4.08	3.31	3.58	
8.86	18.03	2.36	1,86.87	2,16.62	15.6	6.32	5.24	2.96	3.22	Bombay, Baroda and Central India.
7.81	16.19	2.98	1,73.57	2,00.55	15.4	6.24	5.48	2.90	3.16	
5.20	8.04	14.72	1,27.84	1,55.80	16.6	9.73	3.91	3.17	3.44	Eastern-Bengal.
4.70	7.25	12.20	1,10.06	1,34.21	16.6	9.42	3.87	3.08	3.36	
14.45	24.64	46.89	5,11.76	5,97.74	13.4	6.59	3.49	2.58	2.76	East Indian.
13.51	23.44	41.61	4,56.25	5,34.81	13.8	6.63	3.52	2.56	2.75	
23.23	30.34	8.72	2,55.82	4,13.16	16.6	7.32	5.73	3.23	3.62	Great Indian Peninsula.
21.17	23.31	7.36	2,97.09	3,53.93	17.0	7.54	5.69	3.25	3.62	
5.26	9.35	7.38	1,53.92	1,76.01	18.7	9.30	4.96	3.31	3.57	Madras and Southern Mahratta.
4.81	8.64	6.09	1,36.84	1,56.18	18.1	9.03	4.96	3.29	3.55	
89	2.40	Nil	29.59	32.88	15.6	8.04	Nil	3.09	3.31	Nizam's State.
84	2.40	Nil	28.09	31.33	15.1	7.84	Nil	3.04	3.26	
11.85	23.82	35.93	4,66.02	5,37.63	12.4	6.33	3.95	2.73	2.91	North Western (Commercial).
11.05	22.98	33.93	4,23.81	4,91.77	12.7	6.30	4.31	2.76	2.97	
1.16	2.14	2.45	43.22	53.97	12.6	6.17	4.01	2.75	2.90	North Western (Military).
97	1.97	2.30	41.81	47.05	12.1	6.01	4.32	2.74	2.91	
13.01	25.97	33.33	5,14.24	5,91.60	12.4	6.32	3.96	2.73	2.91	North Western (Total).
12.02	24.95	36.23	4,65.62	5,38.82	12.7	6.28	4.31	2.76	2.96	
1.79	4.17	Nil	57.97	63.93	21.3	10.3	Nil	3.37	3.61	South Indian.
1.65	4.08	Nil	61.91	67.64	22.9	10.4	Nil	3.45	3.67	
80.45	1,31.22	1,34.36	21,08.67	24,55.20	15.3	7.19	3.95	2.92	3.15	TOTAL 5' 6" GAUGE.
73.31	1,23.16	1,21.03	18,77.31	21,94.81	15.6	7.16	4.04	2.90	3.14	
3' 3½" GAUGE.										
2.26	2.24	5.98	78.73	89.21	27.5	13.2	4.43	3.32	4.02	Assam Bengal.
2.15	2.09	5.25	69.95	79.44	27.8	13.9	4.82	3.93	4.16	
96	2.80	4.45	1,73.42	1,81.63	13.7	8.01	3.47	2.29	2.35	Bengal and North Western.
87	2.45	3.95	1,45.61	1,52.88	12.8	7.39	3.42	2.36	2.41	
2.96	6.91	13	1,93.05	2,03.05	18.7	9.23	4.67	3.22	3.33	Bombay, Baroda and Central India.
2.61	6.83	13	1,82.92	1,92.49	18.9	9.57	4.36	3.18	3.29	
4.53	9.06	Nil	1,27.46	1,41.11	16.5	7.74	Nil	3.33	3.55	Burma.
4.06	7.68	Nil	1,06.77	1,18.51	16.7	7.58	Nil	3.35	3.57	

12.—Statement of Passenger Revenue Statistics of

Railway, 21	Year. 22	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
		1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3' 3½" GAUGE—concl'd.						
Eastern Bengal	1929-30	98.1	49.2	28.6	39.3	38.9
	1930-31	106.9	49.9	29.0	40.1	39.7
Jodhpur	1929-30	124.6	105.0	45.7	42.3	43.0
	1930-31	121.4	107.4	47.8	42.4	43.1
Madras and Southern Mahratta	1929-30	147.6	71.7	74.5	31.7	32.2
	1930-31	146.5	78.8	77.7	32.1	32.7
Nizam's State	1929-30	128.1	72.1	Nil	32.2	32.6
	1930-31	133.4	73.2	Nil	31.1	31.5
Rohilkund & Kumaon	1929-30	100.2	80.3	40.4	25.8	26.2
	1930-31	104.4	81.2	42.3	24.8	25.2
South Indian	1929-30	99.6	52.2	191.1	24.7	25.1
	1930-31	99.5	52.4	194.0	23.9	24.2
TOTAL 3' 3½" GAUGE	1929-30	*103.4	*54.7	*41.5	*30.9	*31.3
	1930-31	*102.8	*55.4	*43.0	*29.8	*30.1
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	1929-30	55.1	51.8	33.9	31.1	31.3
	1930-31	57.0	57.3	35.5	31.1	31.3
Bombay, Baroda and Central India	1929-30	Nil	21.5	Nil	14.0	14.0
	1930-31	Nil	21.8	Nil	13.9	13.9
Eastern Bengal	1929-30	5.92	11.7	7.87	8.85	8.85
	1930-31	5.64	12.0	6.90	8.43	8.43
Great Indian Peninsula	1929-30	Nil	24.8	Nil	17.1	17.1
	1930-31	Nil	25.1	Nil	17.3	17.4
North-Western (Commercial)	1929-30	51.3	43.7	32.3	31.8	32.2
	1930-31	51.9	44.3	34.5	31.6	32.1
North-Western (Military)	1929-30	78.1	73.2	82.9	32.9	33.5
	1930-31	103.0	81.5	78.0	35.6	36.3
North-Western (Total)	1929-30	64.8	47.7	33.4	32.9	33.3
	1930-31	56.5	49.2	36.8	33.3	33.8
South Indian	1929-30	Nil	23.6	Nil	16.7	16.7
	1930-31	Nil	23.9	Nil	16.1	16.2
TOTAL 2' 6" AND 2' 0" GAUGES	1929-30	*53.0	*41.9	*31.7	*24.1	*24.4
	1930-31	*56.1	*44.6	*33.2	*23.3	*23.7
TOTAL CLASS I RAILWAYS	1929-30	*137.5	*47.6	*41.8	*35.1	*35.6
	1930-31	*146.0	*49.8	*40.3	*34.4	*34.9

* Columns 23 to 27.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class I Railways for the years 1929-30 and 1930-31—concl'd.

EARNINGS FROM PASSENGERS CARRIED INCLUDING REFUNDS AND REMISSIONS (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					Railway. 38
1st. 28	2nd 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	
Rs.	Rs.	Rs.	Rs.	Rs.						
1,41	1,80	4,45	97,89	1,05,55	16.7	9.72	3.90	3.11	3.21	3' 3½" GAUGE—concl'd. Eastern Bengal.
1,26	1,48	3,07	71,18	76,99	16.6	9.42	3.81	3.04	3.14	
63	1,85	1,17	31,99	35,64	22.4	11.4	5.04	4.06	4.29	Jodhpur.
55	1,71	1,10	31,33	34,69	22.6	11.4	4.90	3.98	4.19	
1,80	5,18	1,71	1,06,32	1,15,01	18.6	9.72	4.98	3.31	3.47	Madras and Southern Mahratta.
1,45	4,45	1,40	91,01	98,31	18.5	9.53	4.99	3.29	3.45	
48	1,59	Nil	32,70	34,77	15.6	7.75	Nil	2.94	3.06	Nizam's State.
49	1,51	Nil	30,35	32,35	15.6	7.79	Nil	2.93	3.06	
67	1,11	50	21,96	24,24	23.1	10.2	4.90	2.72	2.92	Rohilkhand and Kumaon.
70	1,09	46	22,49	24,74	23.1	10.2	4.64	2.63	2.82	
4,85	11,51	96	2,18,38	2,35,70	22.2	9.19	7.66	3.22	3.38	South Indian.
3,76	10,46	75	1,99,90	2,14,87	22.4	9.46	7.44	3.18	3.33	
20,61	44,05	19,35	10,86,90	11,70,91	19.5	9.23	4.27	3.09	3.24	TOTAL 3' 3½" GAUGE.
17,90	39,75	16,11	9,51,51	10,25,27	19.5	9.27	4.30	3.09	3.24	
15	47	92	23,08	24,62	19.2	9.39	4.12	3.39	3.48	2' 6" AND 2' 0" GAUGES. Bengal Nagpur.
12	45	78	18,42	19,77	19.0	9.14	4.09	3.36	3.45	
Nil	10	Nil	4,53	4,63	Nil	17.4	Nil	4.25	4.32	Bombay, Baroda and Central India.
Nil	9	Nil	4,67	4,76	Nil	16.9	Nil	3.52	3.57	
Nil	5	3	1,56	1,64	16.0	13.5	3.93	3.71	3.81	Eastern Bengal.
Nil	5	2	1,43	1,50	17.6	14.1	3.90	3.71	3.80	
Nil	6	Nil	5,95	6,01	Nil	12.5	Nil	4.35	4.38	Great Indian Peninsula.
Nil	4	Nil	4,10	4,14	Nil	12.6	Nil	4.89	4.92	
97	1,07	85	10,74	13,63	38.6	15.7	10.1	5.03	5.90	North-Western (Commercial).
1,00	99	77	10,69	13,45	48.8	16.4	10.8	5.51	6.43	
6	8	5	2,14	2,33	21.0	8.30	7.75	3.77	3.97	North-Western (Military).
6	9	5	2,11	2,31	20.0	8.20	7.64	3.92	4.13	
1,03	1,15	90	12,88	15,96	36.9	14.7	9.99	4.76	5.50	North-Western (Total).
1,06	1,08	82	12,80	15,76	43.6	15.1	10.5	5.16	5.94	
Nil	1	Nil	2,07	2,08	Nil	15.3	Nil	3.33	3.40	South Indian.
Nil	1	Nil	1,78	1,79	Nil	16.5	Nil	3.37	3.39	
1,18	1,84	1,85	50,07	54,94	32.6	12.9	5.78	3.91	4.13	TOTAL 2' 6" AND 2' 0" GAUGES.
1,18	1,72	1,62	43,20	47,72	39.6	13.0	5.90	3.92	4.17	
1,02,24	1,77,11	1,56,06	32,45,64	36,81,05	16.1	7.64	4.06	2.99	3.18	TOTAL CLASS I RAILWAYS.
92,39	1,64,63	1,38,76	28,72,02	32,67,80	16.3	7.62	4.08	2.99	3.18	

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total.	Other traffic. (a).	Total. (a).
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur	1929-30	4,607	1,337	865	773	6,366	14,503	1,646	16,149
	1930-31	4,340	1,153	822	782	5,354	12,451	1,459	13,910
Bombay, Baroda and Central India.	1929-30	3	Nil	21	340	2,520	2,884	1,725	4,609
	1930-31	1	Nil	18	294	2,545	2,858	1,530	4,388
Eastern Bengal	1929-30	15	3	11	241	1,976	2,246	3,246	5,492
	1930-31	10	Nil	8	224	1,816	2,058	2,950	5,008
East Indian	1929-30	9,569	2,591	1,745	1,366	5,376	21,147	3,286	24,433
	1930-31	8,475	2,671	1,623	1,332	5,106	19,207	3,128	22,335
Great Indian Peninsula	1929-30	505	1	186	869	5,705	7,266	3,986	11,252
	1930-31	605	Nil	245	893	5,091	6,834	3,466	10,300
Madras and Southern Mahratta.	1929-30	13	Nil	154	530	1,538	2,335	1,753	4,093
	1930-31	12	Nil	110	563	1,341	2,026	1,700	3,726
Nizam's State	1929-30	368	234	159	211	344	1,316	364	1,680
	1930-31	354	246	171	206	386	1,363	386	1,749
North-Western (Commercial).	1929-30	56	3	68	1,872	8,016	10,015	3,850	13,865
	1930-31	42	4	48	2,184	7,453	9,731	3,857	13,588
North-Western (Military)	1929-30	26	Nil	2	177	1,213	1,418	1,050	2,468
	1930-31	39	Nil	2	177	1,119	1,337	1,072	2,409
North-Western (Total)	1929-30	82	3	70	2,049	9,229	11,433	3,091	14,524
	1930-31	81	4	50	2,361	8,572	11,068	3,047	14,115
South Indian	1929-30	Nil	Nil	59	153	1,168	1,385	703	2,093
	1930-31	Nil	Nil	39	133	1,164	1,336	683	2,019
TOTAL 5' 6" GAUGE.	1929-30	16,162	4,219	3,270	6,592	35,272	64,515	(a) 19,810	(a) 84,325
	1930-31	13,878	4,074	3,086	6,788	31,375	59,201	(a) 18,349	(a) 77,550
3' 3½" GAUGE.									
Assam-Bengal	1929-30	59	11	30	182	968	1,291	407	1,698
	1930-31	33	8	72	199	988	1,300	376	1,676
Bengal and North-Western	1929-30	9	3	43	830	1,435	2,375	1,173	3,548
	1930-31	7	2	42	746	1,506	2,303	1,122	3,425
Bombay, Baroda and Central India.	1929-30	3	Nil	10	347	1,593	1,953	2,192	4,150
	1930-31	2	Nil	7	350	1,317	1,676	2,095	3,771
Burma	1929-30	79	1	244	1,529	3,641	5,494	Nil	5,494
	1930-31	72	1	255	1,382	3,235	4,945	Nil	4,945

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1929-30 and 1930-31 (In thousands).

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway,
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are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey

* Shown under 5' 6" gauge.

† Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total.	Other traffic. (a).	Total. (a)
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores.)			
1	2	3	4	5	6	7	8	9	10
3' 3½" GAUGE—contd.									
Eastern Bengal . . .	1929-30	1	2	15	159	914	1,091	1,325	2,416
	1930-31	1	Nil	13	135	912	1,061	1,158	2,219
Jodhpur . . .	1929-30	Nil	Nil	8	38	618	664	348	1,012
	1930-31	Nil	Nil	3	42	575	620	396	1,016
Madras and Southern Mah- ratta.	1929-30	1	19	213	659	1,203	2,095	879	2,974
	1930-31	15	20	194	618	1,079	1,926	719	2,645
Nizam's State . . .	1929-30	Nil	Nil	1	207	298	506	291	797
	1930-31	Nil	Nil	1	210	381	592	274	866
Rohilkund and Kumaon . .	1929-30	Nil	Nil	46	156	695	897	120	1,017
	1930-31	Nil	Nil	46	172	714	932	121	1,053
South Indian . . .	1929-30	44	1	234	782	2,655	3,716	412	4,128
	1930-31	42	Nil	217	656	2,842	3,757	366	4,123
TOTAL 3' 3½" GAUGE . .	1929-30	187	37	899	4,889	14,075	20,087	(a) 7,147	(a) 27,234
	1930-31	172	31	850	4,510	13,549	19,112	(a) 6,627	(a) 25,739
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur . . .	1929-30	51	1	53	107	493	705	153	888
	1930-31	53	1	53	98	373	578	145	723
Bombay, Baroda and Cen- tral India.	1929-30	Nil	Nil	Nil	22	127	149	52	201
	1930-31	Nil	Nil	Nil	22	159	181	54	235
Eastern Bengal . . .	1929-30	Nil	Nil	Nil	Nil	1	1	1	2
	1930-31	Nil	Nil	Nil	Nil	6	6	1	7
Great Indian Peninsula . .	1929-30	Nil	Nil	Nil	41	131	172	108	280
	1930-31	Nil	Nil	Nil	55	138	193	72	265
North Western (Commer- cial)	1929-30	18	Nil	19	40	141	218	135	353
	1930-31	18	Nil	23	52	187	280	156	436
North Western (Military)	1929-30	Nil	1	4	3	72	80	53	133
	1930-31	1	Nil	4	2	63	70	50	120
North Western (Total.)	1929-30	18	1	23	43	213	298	160	458
	1930-31	19	Nil	27	54	249	349	181	530
South Indian . . .	1929-30	Nil	Nil	Nil	15	22	37	24	61
	1930-31	Nil	Nil	Nil	18	20	38	19	57
TOTAL 2' 6" & 2' 0" GAUGES	1929-30	69	2	76	228	987	1,362	(a) 528	(a) 1,840
	1930-31	72	1	80	247	945	1,345	(a) 472	(a) 1,817
TOTAL CLASS I RAILWAYS	1929-30	15,418	4,258	4,245	11,709	50,334	85,964	(a) 27,485	(a) 1,13,449
	1930-31	14,122	4,106	4,016	11,545	45,869	79,658	(a) 25,448	(a) 1,05,106

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1929-30 and 1930-31 (In thousands)—contd.

Tons carried. (a)							Tons termi- nating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construc- tion.	Coal for home line.	Grain and oilseeds.	Other com- modities (including other revenue stores).	Total.	On the system. (a)			
11	12	13	14	15	16	17	18	19	20
									3' 3½" GAUGE—contd.
352	43	125	347	1,549	2,416	*	1,232	570	} Eastern Bengal.
295	48	147	282	1,447	2,219	*	1,116	523	
10	Nil	53	153	796	1,012	1,012	729	121	} Jodhpur.
10	Nil	62	206	738	1,016	1,016	738	117	
30	40	217	962	1,725	2,974	*	2,183	131	} Madras and Southern Mah- ratta.
36	51	197	877	1,484	2,645	*	1,896	108	
64	1	45	256	431	797	*	526	54	} Nizam's State.
70	Nil	46	250	500	866	*	545	55	
19	Nil	46	165	787	1,017	1,017	813	2	} Rohilkund and Kumaon.
20	Nil	45	180	808	1,053	1,053	727	2	
53	1	234	885	2,955	4,128	*	3,779	Nil	} South Indian.
54	1	217	752	3,099	4,123	*	3,787	Nil	
(a) 1,261	(a) 200	(a) 1,647	(a) 6,443	(a) 17,633	(a) 27,234		18,985	933	} TOTAL 3' 3½" GAUGE.
(a) 1,205	(a) 233	(a) 1,638	(a) 5,874	(a) 16,789	(a) 25,739		20,420	1,573	
									2' 6" AND 2' 0" GAUGES.
81	1	53	150	603	888	*	613	10	} Bengal-Nagpur.
77	1	54	125	466	723	*	519	6	
5	Nil	Nil	37	159	201	*	Nil	Nil	} Bombay, Baroda and Cen- tral India.
7	Nil	Nil	38	190	235	*	89	2	
Nil	Nil	Nil	Nil	2	2	*	2	Nil	} Eastern Bengal.
Nil	Nil	Nil	Nil	7	7	*	6	Nil	
25	Nil	Nil	62	193	280	*	160	Nil	} Great Indian Peninsula.
9	Nil	Nil	74	182	265	*	132	Nil	
34	Nil	19	62	238	353	*	249	†	} North Western (Commer- cial).
32	Nil	23	78	303	436	*	322	†	
5	1	7	17	103	133	*	93	†	} North Western (Military.)
6	Nil	8	11	95	120	*	91	†	
36	1	23	75	323	458	*	342	†	} North Western (Total).
34	Nil	27	88	381	530	*	413	†	
Nil	Nil	1	23	37	61	*	28	Nil	} South Indian.
Nil	Nil	Nil	23	34	57	*	21	Nil	
(a) 147	(a) 2	(a) 77	(a) 347	(a) 1,317	(a) 1,890		1,212	10	} TOTAL 2' 6" & 2' 0" GAUGES.
(a) 127	(a) 1	(a) 81	(a) 348	(a) 1,260	(a) 1,817		1,180	8	
(a) 21,576	(a) 5,611	(a) 7,833	(a) 16,311	(a) 62,118	(a) 113,449	108,288	80,618	4,259	} TOTAL CLASS I RAILWAYS.
(a) 19,788	(a) 5,311	(a) 7,495	(a) 15,889	(a) 56,623	(a) 105,106	100,237	80,167	4,866	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey

* Shown under 5' 6" gauge.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total.
21	22	23	24	25	26	27	28
5' 6" GAUGE.							
Bengal-Nagpur	1929-30	801,012	586,681	193,947	175,554	1,225,618	2,982,812
	1930-31	726,903	489,202	176,731	182,210	958,491	2,533,537
Bombay, Baroda and Central India.	1929-30	163,725	4,086	72,392	121,317	586,274	947,794
	1930-31	143,993	4,953	61,464	123,769	556,742	890,921
Eastern Bengal	1929-30	123,396	9,827	44,322	38,126	338,871	555,042
	1930-31	104,515	12,401	47,106	38,713	319,804	522,539
East Indian	1929-30	2,402,531	1,553,998	476,210	516,578	1,372,839	6,322,156
	1930-31	2,214,540	1,618,231	425,845	552,223	1,280,473	6,091,312
Great Indian Peninsula	1929-30	368,219	101,729	253,622	446,500	1,397,427	2,567,497
	1930-31	356,998	85,228	218,558	536,765	1,223,943	2,421,492
Madras and Southern Mahratta	1929-30	67,400	54,506	50,399	182,281	332,134	686,720
	1930-31	68,155	66,723	45,057	176,422	293,648	650,005
Nizam's State	1929-30	65,701	25,155	21,259	47,231	81,904	241,250
	1930-31	66,559	30,996	23,404	53,248	79,284	253,491
North Western (Commercial)	1929-30	271,600	90	423,085	494,875	1,511,797	2,701,447
	1930-31	257,402	209	469,174	613,874	1,386,314	2,726,973
Do. (Military)	1929-30	9,956	11	24,578	33,530	170,000	238,075
	1930-31	11,245	19	25,675	28,055	173,073	238,067
Do. (Total)	1929-30	281,556	101	447,663	528,405	1,681,797	2,939,522
	1930-31	268,647	228	494,849	641,929	1,559,387	2,965,040
South Indian	1929-30	2,409	2	11,337	46,252	127,296	187,346
	1930-31	2,521	2	10,525	46,418	122,788	182,254
TOTAL 5' 6" GAUGE	1929-30	4,275,949	2,336,085	1,571,701	2,102,244	7,144,160	17,430,139
	1930-31	3,952,831	2,307,964	1,503,539	2,351,697	6,394,560	16,510,591
3' 3½" GAUGE.							
Assam-Bengal	1929-30	21,512	2,043	14,492	32,708	179,112	249,872
	1930-31	19,319	1,691	14,419	36,463	186,575	258,467
Bengal and North Western	1929-30	36,127	898	44,701	131,088	256,754	469,568
	1930-31	41,734	292	43,123	118,992	260,497	464,638
Bombay, Baroda and Central India.	1929-30	43,101	24,298	71,288	188,252	455,276	782,215
	1930-31	41,686	29,351	63,838	216,955	406,481	758,311
Burma	1929-30	39,230	96	48,557	205,896	502,350	796,129
	1930-31	36,042	471	54,951	167,246	444,701	703,411

for the years 1929-30 and 1930-31 (In thousands)—contd.

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal excluding coal for home line.	Total goods including coal.	
29	30	31	32	33	34	35	
							5' 6" GAUGE.
155.0	373.0	225.0	197.0	162.0	206.0	186.0	Bengal Nagpur.
148.0	382.0	215.0	201.0	166.0	197.0	185.0	
434.0	336.0	231.0	197.0	178.0	431.0	206.0	Bombay, Baroda and Central India.
416.4	288.1	232.2	212.7	175.1	336.6	203.0	
77.0	174.0	147.0	96.0	111.0	80.0	102.0	Eastern Bengal.
77.0	183.0	148.0	99.0	113.0	82.0	105.0	
236.0	493.0	273.0	265.0	189.0	296.0	260.0	East Indian.
243.0	519.0	262.0	293.0	198.0	313.0	274.0	
322.3	388.6	274.4	272.4	191.8	334.7	228.2	Great Indian Peninsula.
315.1	399.8	270.2	329.0	195.9	328.5	241.5	
326.0	466.0	113.0	171.0	147.0	376.0	168.0	Madras and Southern Mahratta.
347.0	518.0	117.0	167.0	150.0	411.0	175.0	
174.8	107.2	133.9	155.5	134.9	148.8	143.6	Nizam's State.
185.4	126.0	136.5	165.7	121.7	161.3	144.9	
269.9	35.6	344.6	222.4	171.2	269.3	203.3	North Western (Commercial).
266.7	49.3	367.6	244.3	166.5	265.8	208.4	
91.2	45.9	169.6	89.0	101.0	91.1	102.9	Do. (Military).
81.4	54.5	154.7	76.9	109.7	81.4	105.9	
275.7	36.9	364.2	233.1	180.4	275.1	213.1	Do. (Total).
270.7	49.9	387.4	256.2	179.8	269.7	220.4	
147.2	51.2	91.7	106.8	83.8	146.9	139.5	South Indian.
146.2	4.86	98.5	120.0	81.5	142.5	90.3	
*212.0†	*431.7	*257.3†	*220.8†	*164.7†	*258.5†	*206.7†	TOTAL 5' 6" GAUGE.
*214.2	*454.6	*260.3	*243.3	*165.8	*266.0	*212.9	
							3' 3½" GAUGE.
111.0	125.0	129.0	143.0	158.0	112.0	148.0	Assam-Bengal.
115.1	124.8	128.7	151.2	163.2	116.7	154.1	
121.8	120.8	153.2	133.5	130.3	121.8	132.4	Bengal and North-Western.
126.2	81.8	152.5	137.3	134.2	125.7	135.7	
265.0	268.0	257.0	201.0	170.0	266.0	188.0	Bombay, Baroda and Central India.
278.7	254.5	232.8	258.8	169.9	250.8	201.0	
499.5	172.7	199.0	134.6	137.9	497.2	144.9	Burma.
501.4	368.3	215.3	121.0	137.5	499.1	142.3	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

† Revised figures.

H50CRAccts

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Net ton miles.						
	Year.	Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total.
	22	23	24	25	26	27	28
21							
3' 3½" GAUGE—contd.							
Eastern Bengal	1929-30	47,068	5,114	12,522	39,610	153,634	257,948
	1930-31	41,660	6,194	15,752	32,995	144,354	240,955
Jodhpur	1929-30	1,269	Nil	10,877	23,159	89,019	124,324
	1930-31	1,235	Nil	12,819	31,570	83,377	129,001
Madras and Southern Mahratta	1929-30	4,638	14,204	67,772	179,747	262,327	528,688
	1930-31	6,168	15,440	64,963	158,410	231,895	476,876
Nizam's State	1929-30	11,647	82	9,095	35,092	42,233	98,149
	1930-31	12,760	2	9,355	40,927	43,821	106,865
Rohilkund and Kumaon	1929-30	829	Nil	1,338	16,047	71,507	89,721
	1930-31	849	Nil	1,246	15,465	73,095	90,655
South Indian	1929-30	5,100	30	20,301	99,177	220,973	345,581
	1930-31	6,015	14	17,589	84,844	210,376	318,838
TOTAL 3' 3½" GAUGE	1929-30	210,521	46,770	306,943	950,776	2,233,185	3,742,195
	1930-31	207,468	53,455	298,055	903,867	2,085,172	3,548,017
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1929-30	7,851	170	6,769	9,375	28,690	52,855
	1930-31	7,115	91	6,475	8,226	23,429	45,336
Bombay, Baroda and Central India.	1929-30	162	Nil	4	896	3,402	4,464
	1930-31	199	Nil	8	949	3,308	4,464
Eastern Bengal	1929-30	1	Nil	Nil	1	36	38
	1930-31	Nil	Nil	Nil	1	95	96
Great Indian Peninsula	1929-30	931	Nil	Nil	2,641	6,292	9,864
	1930-31	284	Nil	Nil	3,354	5,666	9,304
North Western (Commercial)	1929-30	1,407	2	970	2,604	10,970	15,953
	1930-31	1,325	Nil	1,071	3,460	12,820	18,676
North Western (Military)	1929-30	326	36	556	1,141	5,787	7,846
	1930-31	366	Nil	635	870	5,503	7,374
North Western (Total)	1929-30	1,733	38	1,526	3,745	16,757	23,799
	1930-31	1,691	Nil	1,706	4,330	18,323	26,050
South Indian	1929-30	Nil	Nil	21	766	1,163	1,950
	1930-31	Nil	Nil	2	881	1,037	1,920
TOTAL 2' 6" & 2' 0" GAUGES	1929-30	10,678	208	8,320	17,424	56,340	92,970
	1930-31	9,289	91	8,191	17,741	51,858	87,170
TOTAL CLASS I RAILWAYS	1929-30	4,497,148	2,383,063	1,880,964	3,070,444	9,433,685	21,265,304
	1930-31	4,169,588	2,361,510	1,809,785	3,273,305	8,531,590	20,145,778

for the years 1929-30 and 1930-31 (In thousands)—contd.

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal excluding coal for home line.	Total goods including coal.	
29	30	31	32	33	34	35	
134.0	119.0	100.0	114.0	105.0	132.0	111.0	3' 3½" GAUGE—contd.
141.0	130.0	107.0	117.0	101.0	140.0	109.0	Eastern Bengal.
127.0	Nil	206.0	151.0	112.0	127.0	123.0	Jodhpur.
121.0	Nil	206.0	154.0	113.0	121.0	127.0	
152.0	359.0	312.0	187.0	152.0	269.0	178.0	Madras and Southern Mahratta.
172.0	304.0	330.0	181.0	156.0	249.0	180.0	
181.5	179.6	202.0	136.9	97.9	181.5	123.1	Nizam's State.
183.8	117.1	203.5	163.7	87.6	183.8	123.4	
44.6	Nil	29.0	97.1	90.9	44.6	88.3	Rohilkund & Kumaon.
43.0	Nil	27.0	86.0	90.0	43.0	86.0	
95.8	67.7	86.6	112.0	74.8	95.5	†83.7	South Indian.
111.3	36.0	80.9	112.9	67.9	110.8	77.3	
*167.0	*233.9	*182.7	*147.6	*136.3	*176.1†	*137.4	TOTAL 3' 3½" GAUGE.
*172.2	*229.4	*182.0	*153.9	*124.2	*181.4	*137.8	
							2' 6" AND 2' 0" GAUGES.
97.0	120.0	129.0	63.0	48.0	97.0	60.0	Bengal-Nagpur.
92.0	129.0	121.0	66.0	52.0	92.0	64.0	
31.0	Nil	64.0	24.0	21.0	31.0	22.0	Bombay, Baroda and Central India.
27.0	Nil	30.9	24.9	17.5	27.1	19.0	
14.0	Nil	Nil	10.0	18.0	14.0	16.0	Eastern Bengal.
Nil	Nil	Nil	14.0	14.0	Nil	14.0	
37.5	Nil	Nil	42.3	32.6	37.5	35.2	Great Indian Peninsula.
30.9	Nil	Nil	45.1	31.2	30.9	35.1	
42.2	51.2	50.1	41.8	46.1	42.2	45.2	North Western (Commercial).
41.3	Nil	47.7	44.1	44.4	41.3	44.3	
62.9	82.2	75.8	69.3	56.0	64.4	59.1	North Western (Military).
60.6	Nil	76.3	76.3	58.1	60.6	61.2	
48.3	79.9	55.7	50.0	51.8	48.7	52.0	North Western (Total).
48.7	Nil	63.0	49.3	49.9	48.7	50.4	
Nil	Nil	19.0	33.8	30.9	Nil	†31.7	South Indian.
Nil	Nil	20.2	37.6	30.8	Nil	33.6	
*72.7†	*104.0†	*108.0†	*50.2†	*42.8†	*73.0†	*49.2	TOTAL 2' 6" AND 2' 0" GAUGES.
*73.1	*91.0	*101.1	*51.0	*41.2	*73.3	*48.0	
*210.3	*424.4	*252.4	*189.7	*151.5	*253.7†	*156.0	TOTAL CLASS I RAILWAYS.
*210.7	*444.6	*241.4	*206.0	*150.7	*280.2	*191.7	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

†Revised figures.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried including refunds and remissions (in thousands.)					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total.
37	38	39	40	41	42	43	44
5' 6" GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	1929-30	1,10,23	66,43	24,75	88,79	3,33,48	6,23,68
	1930-31	97,60	53,06	22,55	91,13	2,78,72	5,43,06
Bombay, Baroda and Central India	1929-30	17,27	40	6,79	56,31	3,26,55	4,07,32
	1930-31	14,61	47	5,76	52,66	2,94,73	3,68,23
Eastern Bengal	1929-30	25,54	1,59	6,78	15,55	1,99,41	2,48,87
	1930-31	21,26	1,93	6,86	15,97	1,76,88	2,22,90
East Indian	1929-30	3,73,87	1,77,26	60,54	1,51,34	4,39,99	12,53,00
	1930-31	3,44,92	1,75,64	54,06	1,53,91	4,57,22	11,85,75
Great Indian Peninsula	1929-30	46,99	10,47	30,75	1,86,21	6,79,38	9,53,20
	1930-31	44,89	8,54	25,56	2,01,42	6,19,98	9,00,39
Madras and Southern Mahratta	1929-30	11,58	7,19	5,76	97,61	1,82,65	3,04,79
	1930-31	11,16	7,80	5,05	91,79	1,57,89	2,73,69
Nizam's State	1929-30	15,36	7,83	2,77	25,53	42,49	93,98
	1930-31	14,37	8,45	2,97	28,33	43,44	97,56
North Western (Commercial)	1929-30	32,48	1	42,57	2,08,91	6,29,66	9,13,63
	1930-31	28,41	3	43,80	2,44,67	5,76,59	8,93,50
North Western (Military)	1929-30	1,24	Nil	2,49	14,56	63,96	82,25
	1930-31	1,28	Nil	2,44	11,73	64,90	80,35
North Western (Total)	1929-30	33,72	1	45,06	2,23,47	6,93,62	9,95,88
	1930-31	29,69	3	46,24	2,56,40	6,41,49	9,73,85
South Indian	1929-30	62	Nil	1,50	27,21	70,65	99,98
	1930-31	80	29	1,33	25,77	74,22	1,02,41
TOTAL, 5' 6" GAUGE	1929-30	6,35,18	2,71,18	1,84,10	8,72,02	30,18,22	49,80,70
	1930-31	5,79,30	2,56,21	1,70,38	9,17,38	27,44,57	46,67,84
3' 3½" GAUGE.							
Assam-Bengal	1929-30	5,96	28	1,88	16,27	86,61	1,11,00
	1930-31	5,35	26	1,85	17,61	85,85	1,10,92
Bengal and North Western	1929-30	7,89	13	6,09	54,50	1,11,93	1,80,54
	1930-31	9,20	4	5,90	48,95	1,09,00	1,73,09
Bombay, Baroda and Central India	1929-30	4,93	2,58	6,69	84,19	2,28,06	3,26,45
	1930-31	4,71	3,08	5,98	87,00	2,12,65	3,13,42
Burma	1929-30	8,53	1	6,10	1,04,55	1,97,84	3,17,03
	1930-31	7,79	6	7,01	90,82	1,74,47	2,80,15

for the years 1929-30 and 1930-31 (In thousands)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign rail-ways & home line construc-tion.	Coal for home Line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal excluding coal for home line.	Total goods including coal.	
45	46	47	48	49	50	51	
5' 6" GAUGE.							
2.53	2.17	2.45	9.69	5.17	2.38	3.96	} Bengal-Nagpur.
2.48	2.08	2.45	9.59	5.52	2.32	4.06	
2.03	1.88	1.80	8.91	10.7	2.02	8.25	} Bombay, Baroda and Central India.
3.82	1.83	1.95	8.16	10.2	1.90	7.93	
3.97	3.12	2.90	7.83	11.3	3.91	8.61	} Eastern Bengal.
3.91	2.98	2.79	7.92	10.6	3.81	8.19	
2.99	2.19	2.44	5.62	6.85	2.67	3.80	} East Indian.
2.99	2.08	2.44	5.35	6.85	2.61	3.74	
2.45	1.98	2.28	8.01	9.33	2.35	7.13	} Great Indian Peninsula.
2.41	1.92	2.25	7.20	9.73	2.32	7.14	
3.30	2.53	2.19	10.3	10.6	2.96	8.52	} Madras and Southern Mahratta.
3.14	2.24	2.15	9.99	10.3	2.70	8.08	
4.49	5.98	2.50	10.4	9.96	4.90	7.48	} Nizam's State.
4.15	5.23	2.44	10.2	10.5	4.49	7.39	
2.30	2.38	1.93	8.10	7.97	2.30	6.48	} North Western (Commercial).
2.12	2.45	1.79	7.65	7.97	2.12	6.28	
2.38	2.26	1.95	8.34	7.19	2.38	6.60	} North Western (Military).
2.18	2.43	1.82	8.03	7.16	2.18	6.45	
2.30	2.48	1.93	8.12	7.90	2.30	6.49	} North Western (Total).
2.12	2.45	1.79	7.67	7.88	2.12	6.30	
4.95	2.34	2.52	11.3	10.6	4.95	10.2	} South Indian.
5.20	6.01	2.42	10.7	10.5	5.20	9.98	
2.82	2.23	2.18	7.99	8.87	2.62	5.59	} TOTAL 5' 6" GAUGE.
2.81	2.13	2.18	7.49	8.24	2.56	5.42	
3' 8" GAUGE.							
5.11	2.66	2.46	9.51	9.15	4.90	8.41	} Assam Bengal.
5.05	2.97	2.43	9.24	8.75	4.89	8.15	
4.19	2.75	2.62	7.98	8.37	4.16	7.34	} Bengal and North Western.
4.23	2.67	2.63	7.90	8.03	4.22	7.15	
2.20	2.04	1.80	8.59	9.62	2.14	8.01	} Bombay, Baroda and Central India.
2.17	2.01	1.80	7.69	10.0	1.94	7.93	
4.17	2.45	2.41	9.72	7.53	4.16	7.62	} Burma.
4.15	2.45	2.45	10.4	7.81	4.12	7.63	

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried including refunds and remissions (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total.
37	38	39	40	41	42	43	44
3' 3½" GAUGE—contd.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	1929-30	9,63	83	1,90	16,41	88,18	1,16,95
	1930-31	8,42	96	2,30	13,73	79,51	1,04,92
Jodhpur	1929-30	17	Nil	1,09	10,74	37,37	49,37
	1930-31	16	Nil	1,28	15,45	37,05	53,94
Madras and Southern Mahratta	1929-30	1,07	1,79	7,07	1,09,83	1,35,12	**2,54,88
	1930-31	1,66	2,03	6,82	98,22	1,18,46	*2,27,19
Nizam's State	1929-30	2,56	1	1,26	19,54	39,79	54,15
	1930-31	2,69	Nil	1,21	19,19	31,48	54,57
Rohilkund and Kamson	1929-30	16	Nil	17	7,59	26,82	34,74
	1930-31	15	Nil	16	7,83	27,15	35,29
South Indian	1929-30	1,51	1	2,71	63,05	1,30,84	1,98,12
	1930-31	1,65	Nil	2,34	51,49	1,19,97	1,75,45
TOTAL 3' 3½" GAUGE	1929-30	42,41	5,64	34,95	4,36,67	10,73,56	16,43,23
	1930-31	41,78	6,43	34,85	4,50,29	9,95,59	15,28,94
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1929-30	1,81	2	86	6,13	16,18	25,00
	1930-31	1,76	1	82	5,44	13,01	21,04
Bombay, Baroda and Central India	1929-30	9	Nil	Nil	1,12	3,22	4,43
	1930-31	10	Nil	Nil	1,16	3,17	4,43
Eastern Bengal	1929-30	Nil	Nil	Nil	Nil	2	2
	1930-31	Nil	Nil	Nil	Nil	18	18
Great Indian Peninsula	1929-30	28	Nil	Nil	2,07	8,37	10,72
	1930-31	10	Nil	Nil	2,23	7,19	9,52
North Western (Commercial)	1929-30	79	Nil	34	2,65	13,82	17,60
	1930-31	1,11	Nil	53	3,34	14,15	19,13
North Western (Military)	1929-30	5	1	11	84	3,88	4,89
	1930-31	6	Nil	11	61	3,62	4,40
North Western (Total)	1929-30	84	1	45	3,49	17,70	22,49
	1930-31	1,17	Nil	64	3,95	17,77	23,53
South Indian	1929-30	Nil	Nil	Nil	62	91	1,53
	1930-31	Nil	Nil	Nil	66	87	1,53
TOTAL 2' 6" & 2' 0" GAUGES	1929-30	3,02	3	1,31	13,43	46,40	64,19
	1930-31	3,13	1	1,46	13,44	42,19	60,23
TOTAL CLASS I RAILWAYS	1929-30	6,80,61	2,76,85	2,20,36	13,72,12	41,38,18	66,88,12
	1930-31	6,24,21	2,62,65	2,06,69	13,81,11	37,82,35	62,57,01

** Includes Mormugoa Harbour receipts.

for the years 1929-30 and 1930-31 (In thousands)—concl'd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign rail-ways & home line construc-tion.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	
3' 3½" GAUGE—cont'd.							
3.74	2.88	2.87	7.86	10.7	3.65	8.46	} Eastern Bengal.
3.71	2.75	2.76	7.91	10.8	3.58	8.13	
2.50	Nil	1.92	8.90	8.06	2.50	7.62	} Jodhpur.
2.56	Nil	1.91	9.40	8.53	2.56	8.03	
4.43	2.42	2.00	11.7	9.89	2.92	9.26	} Madras and Southern Mahratta.
5.17	2.53	2.02	11.9	9.81	3.28	9.15	
4.22	1.63	2.65	10.7	14.0	4.20	10.6	} Nizam's State.
4.05	2.87	2.47	9.00	13.8	4.65	9.80	
3.65	Nil	2.45	9.08	7.20	3.65	7.43	} Rohilkund and Kumaon
3.51	Nil	2.45	9.72	7.13	3.51	7.47	
5.68	2.50	2.57	11.8	11.3	5.66	10.8	} South Indian.
5.27	2.34	2.55	11.3	10.9	5.26	10.4	
3.87	2.32	2.23	9.83	9.23	3.59	8.44	} TOTAL 3' 3½" GAUGE.
3.86	2.31	2.24	9.56	9.17	3.55	8.27	
2' 6" AND 2' 0" GAUGES.							
4.42	2.43	2.45	12.6	10.8	4.38	9.08	} Bengal Nagpur.
4.74	2.45	2.45	12.7	10.7	4.72	8.91	
10.8	Nil	1.28	24.1	18.1	10.8	19.1	} Bombay, Baroda and Central India.
9.32	Nil	1.80	23.5	18.4	9.04	19.0	
3.93	Nil	Nil	15.1	9.70	3.93	9.77	} Eastern Bengal.
Nil	Nil	Nil	21.1	36.0	Nil	36.7	
5.85	Nil	Nil	15.0	25.5	5.85	20.9	} Great Indian Peninsula.
6.43	Nil	Nil	12.8	24.4	6.43	19.6	
5.35	29.0	5.95	18.0	22.4	5.38	19.1	} North Western (Commercial).
9.47	Nil	8.55	16.9	19.6	9.47	17.8	
3.02	4.99	3.72	14.1	12.8	3.21	11.9	} North Western (Military).
2.96	Nil	3.30	13.3	12.6	2.96	11.4	
4.91	6.14	5.14	16.8	19.1	4.94	16.8	} North Western (Total).
8.06	Nil	6.59	16.2	17.5	8.06	16.0	
Nil	Nil	4.35	15.4	15.1	Nil	15.1	} South Indian.
Nil	Nil	2.72	14.3	16.1	Nil	15.2	
15.43	12.77	3.43	14.8	16.9	15.40	14.3	} TOTAL 2' 6" & 2' 0" GAUGES.
6.47	2.11	3.42	14.5	15.6	6.43	13.3	
2.88	2.23	2.19	8.52	8.40	2.56	6.11	} TOTAL CLASS I RAILWAYS.
2.87	2.14	2.19	8.10	8.51	2.61	5.96	

† Revised figures.

14.—Statement of Revenue Earnings and Expenses

Railway.	Year.	Capital at charge*	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
		Capital outlay† per route mile.				
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal-Nagpur	1929-30	2,29,184	8,77,94	38,060	729.9	6.71
	1930-31	2,29,170	7,69,46	31,592	605.9	6.17
Bombay, Baroda and Central India	1929-30	1,97,065	6,82,91	51,459	986.9	8.88
	1930-31	1,98,853	6,25,23	46,579	983.3	6.69
Eastern Bengal	1929-30	2,69,547	4,48,52	54,869	1,055.0	6.66
	1930-31	2,74,952	3,94,13	46,787	897.0	6.15
East Indian	1929-30	3,42,005	19,75,98	44,790	859.0	6.35
	1930-31	3,41,335	18,35,10	41,768	801.0	6.00
Great Indian Peninsula	1929-30	3,21,644	14,83,82	41,588	797.3	††5.83
	1930-31	3,26,531	13,60,42	38,142	731.5	5.52
Madras and Southern Mahratta	1929-30	1,89,520	5,30,03	46,491	891.8	8.13
	1930-31	1,92,258	4,70,94	40,736	781.3	7.34
Nizam's State	1929-30	1,54,089	1,40,57	26,182	502.1	7.38
	1930-31	1,09,770	1,40,38	24,139	462.9	7.00
North Western (Commercial)	1929-30	2,35,123	15,82,81	34,512	661.9	6.64
	1930-31	2,32,031	15,12,69	32,642	626.0	6.76
North Western (Military)	1929-30	1,79,591	1,50,48	9,687	185.8	4.82
	1930-31	1,83,816	1,39,76	9,000	172.6	4.80
North Western (Total)	1929-30	2,19,968	17,33,29	28,231	541.4	6.43
	1930-31	2,19,141	16,52,45	26,708	512.2	6.54
South Indian	1929-30	1,72,173	1,91,15	27,673	530.7	5.90
	1930-31	1,71,396	1,84,52	30,669	588.2	5.67
TOTAL 5' 6" GAUGE	1929-30		80,64,21	38,636	740.6	6.76
	1930-31		74,32,63	35,261	676.2	6.17
3' 3½" GAUGE.						
Assam-Bengal	1929-30	1,95,739	2,22,15	17,367	333.1	5.61
	1930-31	2,00,233	2,10,44	15,672	300.6	5.43
Bengal and North Western	1929-30	1,00,734	3,62,90	16,084	308.5	4.36
	1930-31	1,00,854	3,24,83	14,327	275.0	4.00
Bombay, Baroda and Central India	1929-30	†	5,67,92	23,092	442.9	5.56
	1930-31	†	5,35,78	21,775	417.9	5.45
Burma	1929-30	1,69,846	4,86,92	24,581	471.4	5.49
	1930-31	1,71,651	4,23,19	20,532	393.8	4.96

* In the case of State-owned railways.

† In the case of other than State-owned railways.

§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service.

† Included in 5' 6" Gauge.

†† Revised figure.

of Class I Railways rated against selected units for the years 1929-30 and 1930-31.

Total working expenses (in thousands of rupees).§	Working ex- penses per mean mile worked per week. §	Working expenses per train mile. §	Net earnings (in thousands of rupees). §	Net earnings per mean mile worked. §	Net earnings per train mile. §	Railway.
8	9	10	11	12	13	14
						5' 6" GAUGE.
7,33,07	608.2	5.59	1,44,87	6,349.2	1.12	} Bengal-Nagpur.
5,94,63	466.2	4.75	1,74,83	7,282.2	1.42	
4,31,35	623.4	5.60	2,51,56	18,955.6	3.28	} Bombay, Baroda and Central India.
4,25,28	607.6	4.55	1,99,95	14,895.9	2.14	
3,14,40	740.0	4.68	1,34,12	16,369.0	1.99	} Eastern Bengal.
3,07,57	701.0	4.81	86,56	10,248.0	1.35	
12,43,12	540.2	4.04	7,32,36	16,619.6	2.36	} East Indian.
12,16,67	530.9	3.98	6,18,43	14,085.6	2.02	
10,43,38	560.7	††4.10	4,39,94	12,344.2	††1.73	} Great Indian Peninsula.
10,50,66	564.9	4.26	3,09,76	8,691.1	1.26	
2,76,34	464.8	4.24	2,53,88	22,251.6	3.89	} Madras and Southern Mahratta.
2,63,63	437.3	4.11	2,07,31	17,932.6	3.23	
51,70	184.7	2.71	88,37	16,553.3	4.67	} Nizam's State.
64,29	212.0	3.21	76,99	13,934.0	3.79	
11,04,20	458.3	4.60	4,78,61	10,616.5	2.04	} North Western (Commercial).
11,22,20	460.0	4.97	3,90,49	8,657.9	1.79	
1,82,55	225.4	6.85	—32,07	—2,064.5	—1.03	} North Western (Military).
1,84,50	227.8	6.33	—44,74	—2,881.0	—1.54	
11,86,75	399.3	4.74	4,46,54	7,407.9	1.69	} North Western (Total).
13,06,70	401.7	5.13	3,45,75	5,761.7	1.41	
1,04,88	294.4	3.27	86,27	12,321.4	2.63	} South Indian.
1,02,22	325.8	3.14	82,30	13,680.2	2.53	
54,85,49	503.8	4.59	25,78,72	12,363.4	2.16	} TOTAL 5' 6" GAUGE.
53,31,65	484.8	4.42	21,00,98	9,982.7	1.75	
						3' 3½" GAUGE.
1,42,56	211.8	3.57	79,59	6,321.7	2.04	} Assam Bengal.
1,32,18	185.9	3.36	78,26	5,980.3	2.07	
1,57,44	133.1	1.88	2,05,46	9,146.2	2.48	} Bengal and North Western.
1,55,99	130.9	2.00	1,69,74	7,533.0	2.00	
3,33,20	259.7	3.26	2,34,72	9,547.9	2.30	} Bombay, Baroda and Central India.
3,32,38	259.0	3.38	2,03,40	8,270.8	2.07	
3,06,53	294.5	3.43	1,80,39	9,233.1	2.06	} Burma.
3,13,92	289.0	3.64	1,09,27	5,463.5	1.32	

but while calculating working results, in columns 8, 9, 10, 11, 12 and 13, the Steam Boat earnings and expenses have been excluded.
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14.—Statement of Revenue Earnings and Expenses of Class I

Railway.	Year.	Capital at charge.*	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.‡	Gross earnings per mean mile worked per week.‡	Gross earnings per train mile.‡
		Capital outlay† per route mile.				
1	2	3	4	5	6	7
3' 3½" GAUGE.						
Eastern Bengal	1929-30	‡	2,40,32	23,347	449.0	5.33
	1930-31	‡	1,96,24	18,938	363.0	4.79
Jodhpur	1929-30	54,676	93,68	10,297	197.4	6.35
	1930-31	54,915	96,84	10,118	193.9	5.45
Madras and Southern Mahratta	1929-30	‡	4,10,34	19,757	378.7	4.91
	1930-31	‡	3,63,14	16,954	325.2	4.53
Nizam's State	1929-30	91,935	97,46	15,335	294.1	5.45
	1930-31	‡	93,36	14,148	271.3	5.19
Rohilkund and Kumaon	1929-30	76,290	64,83	11,553	222.2	4.03
	1930-31	77,021	65,57	11,666	224.3	3.64
South Indian	1929-30	‡	4,72,53	27,542	528.2	5.09
	1930-31	‡	4,24,50	24,482	469.5	4.52
Total 3' 3½" GAUGE	1929-30		30,19,05	20,320	389.9	5.16
	1930-31		27,33,89	17,935	344.0	4.77
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	1929-30	‡	51,98	5,777	110.8	2.82
	1930-31	‡	42,92	4,719	90.5	2.31
Bombay, Baroda and Central India	1929-30	‡	9,58	5,416	103.9	2.78
	1930-31	‡	9,54	4,644	89.1	2.44
Eastern Bengal	1929-30	‡	1,75	4,738	93.0	1.64
	1930-31	‡	1,76	4,760	91.0	1.52
Great Indian Peninsula	1929-30	‡	17,89	8,872	170.1	3.72
	1930-31	‡	14,72	7,300	140.0	3.31
North Western (Commercial, 2' 6" gauge).	1929-30	‡	36,58	9,080	174.1	3.47
	1930-31	‡	37,69	9,337	179.1	3.50
North Western (Military, 2' 6" gauge)	1929-30	‡	8,00	2,618	50.2	1.94
	1930-31	‡	7,74	2,535	48.6	1.97
North Western (2' 0" gauge)	1929-30	..	..	..	..	..
	1930-31	..	..	..	..	..
North Western (Total, 2' 6" and 2' 0" gauges).	1929-30	‡	44,58	6,206	119.0	3.02
	1930-31	‡	45,43	6,313	121.1	3.07
South Indian	1929-30	‡	3,74	3,793	72.7	2.17
	1930-31	‡	3,44	3,481	66.8	1.93
TOTAL 2' 6" AND 2' 0" GAUGES.	1929-30		1,29,52	6,048	116.2	2.90
	1930-31		1,17,81	5,411	103.8	2.63
TOTAL CLASS I RAILWAYS	1929-30	2,19,235	1,12,12,78	29,679	569.1	6.16
	1930-31	2,19,875	1,02,84,33	26,778	513.5	5.65

* In the case of State-owned railways.

§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service, ‡ Included in 5' 6" gauge.

† In the case of other than State-owned

Railways rated against selected units for the years 1929-30 and 1930-31—concl.

Total working expenses (in thousands of rupees).†	Working expenses per mean mile worked per week.§	Working expenses per train mile.§	Net earnings (in thousands of rupees).§	Net earnings per mean mile worked.§	Net earnings per train mile.§	Railway.
8	9	10	11	12	13	14
						3' 3½" GAUGE.
1,60.81	295.0	3.46	79.51	8,182.0	1.87	} Eastern Bengal.
1,63.74	295.0	3.89	32.50	2,834.0	0.72	
63.05	133.0	3.60	30.63	3,366.8	1.75	} Jodhpur.
54.67	109.6	3.08	42.17	4,405.9	2.37	
2,21.43	203.7	2.64	1,88.91	9,125.2	2.27	} Madras and Southern Mahratta.
2,18.59	196.6	2.74	1,44.55	6,701.3	1.79	
49.62	149.8	2.78	47.84	7,525.1	2.67	} Nizam's State.
60.68	176.4	3.37	32.68	4,951.7	1.82	
33.18	113.7	2.06	31.65	5,639.8	1.97	} Rohilkund and Kumaon.
34.41	112.5	1.91	31.16	5,543.3	1.73	
2,37.76	306.1	2.95	1,84.77	11,580.0	2.14	} South Indian.
2,57.87	284.6	2.74	1,66.63	9,639.7	1.76	
17,55.58	224.8	2.98	12,63.47	8,602.8	2.18	} TOTAL 3' 3½" GAUGE.
17,23.53	215.4	2.99	10,10.36	6,703.6	1.78	
						2' 6" AND 2' 0" GAUGES.
46.75	99.6	2.53	5.23	581.4	0.28	} Bengal Nagpur.
44.94	94.7	2.42	—2.02	—221.7	—0.11	
7.54	82.1	2.20	2.04	1,133.9	0.58	} Bombay, Baroda and Central India.
7.98	74.5	2.04	1.56	758.7	0.40	
1.44	75.0	1.34	31	857.0	0.30	} Eastern Bengal.
1.56	81.0	1.35	20	542.9	0.17	
8.05	76.3	1.67	9.84	4,879.3	2.05	} Great Indian Peninsula.
6.62	63.0	1.49	8.10	4,015.2	1.82	
47.03	269.7	5.37	—10.45	—4,983.8	—1.90	} North Western (Commercial, 2' 6" gauge).
46.48	280.6	5.48	—8.79	—5,296.0	—1.98	
25.43	159.6	6.15	—17.43	—5,702.7	—4.21	} North Western (Military, 2' 6" gauge).
24.20	208.0	8.43	—16.46	—8,310.4	—6.46	
..	..	..	..	..	..	} North Western (2' 0" gauge).
8.91	..	..	—8.91	..	..	
72.46	220.7	5.60	—27.88	—5,303.5	—2.58	} North Western (Total, 2' 6" and 2' 0" gauges).
79.59	248.3	6.30	—34.16	—6,635.9	—3.23	
4.43	86.1	2.57	—69	—697.2	—0.40	} South Indian.
4.55	88.4	2.56	—1.11	—1,128.6	—0.63	
1,40.57	126.9	3.16	—11.75	—569.8	—0.27	} TOTAL 2' 6" AND 2' 0" GAUGES.
1,45.24	129.0	3.27	—27.43	—1,313.7	—0.64	
73,81.74	374.0	4.05	38,31.04	10,178.2	2.11	} TOTAL CLASS I RAILWAYS.
72,00.42	359.0	3.95	30,83.91	8,061.2	1.70	

Railways.
but while calculating working results, in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.

15.—Results of working of Class I Railways

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			§ COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic.*	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur	1929-30	7,11,66,130	1,72,78,006	5,38,88,124	4.32	3.10	1.22
	1930-31	5,72,89,924	1,56,24,427	4,16,44,597	3.71	2.73	0.98
Bombay, Baroda and Central India	1929-30	4,20,16,740	1,82,29,099	2,37,87,641	5.36	3.65	1.71
	1930-31	4,14,21,414	2,01,72,140	2,12,49,274	3.89	3.01	0.88
Eastern Bengal	1929-30	3,07,45,186	1,70,24,436	1,37,20,700	3.76	3.40	0.36
	1930-31	3,01,04,012	1,71,08,681	1,29,95,331	3.41	3.55	—0.14
East Indian	1929-30	12,11,39,590	4,02,59,695	8,08,79,895	4.13	2.43	1.70
	1930-31	11,87,52,937	3,96,76,287	7,90,76,650	3.63	2.34	1.29
Great Indian Peninsula	1929-30	10,24,38,743	4,81,77,908	5,42,60,835	†3.01	†2.86	†0.15
	1930-31	10,27,54,227	4,99,88,692	5,27,65,535	2.65	3.01	—0.36
Madras and Southern Mahratta	1929-30	2,67,32,261	1,24,69,444	1,42,62,817	5.02	2.99	2.03
	1930-31	2,53,01,395	1,21,91,813	1,31,09,582	4.30	2.83	1.47
Nizam's State	1929-30	46,36,871	17,70,546	28,66,325	3.66	1.59	2.07
	1930-31	61,64,726	23,06,869	38,57,857	3.45	2.01	1.44
North Western	1929-30	12,45,39,573	6,01,55,263	6,43,84,315	3.91	3.41	0.50
	1930-31	12,61,30,862	5,94,96,288	6,66,34,574	3.84	3.60	0.24
South Indian	1929-30	1,83,89,268	58,91,870	44,97,458	3.50	2.74	0.76
	1930-31	1,00,02,226	59,42,402	40,59,824	3.68	2.75	0.93
3' 3½" GAUGE.							
Assam-Bengal	1929-30	1,32,90,436	54,63,698	78,26,738	6.27	3.40	2.87
	1930-31	1,22,80,985	51,17,486	71,63,499	5.54	3.15	2.39
Bengal and North-Western	1929-30	1,46,41,805	77,67,689	68,74,116	3.67	1.53	2.14
	1930-31	1,43,58,519	76,57,734	67,00,785	3.00	1.00	2.00
Bombay, Baroda and Central India	1929-30	3,26,05,502	1,34,21,761	1,91,83,741	4.12	2.38	1.74
	1930-31	3,24,99,444	1,34,88,055	1,90,11,389	3.84	2.41	1.43
Burma	1929-30	2,97,93,301	1,06,75,504	1,85,03,797	3.68	2.49	1.19
	1930-31	3,00,82,790	1,17,05,211	1,83,77,579	3.08	2.70	0.38
Eastern Bengal	1929-30	1,44,36,413	76,25,486	68,10,932	4.01	2.65	1.36
	1930-31	1,51,03,454	79,59,528	71,43,926	3.27	3.05	0.22
Jodhpur	1929-30	59,38,083	25,05,974	34,33,109	4.89	3.00	1.89
	1930-31	51,05,287	21,56,237	29,49,050	4.61	2.51	2.10
Madras and Southern Mahratta	1929-30	2,08,34,360	76,99,952	1,31,34,408	3.60	2.04	1.56
	1930-31	2,06,16,087	80,02,931	1,26,13,106	3.10	2.11	0.99
Nizam's State	1929-30	46,17,356	22,75,172	23,42,184	3.08	1.77	1.31
	1930-31	58,85,856	27,69,537	31,16,319	2.93	2.21	0.72
Rohilkund and Kumaon	1929-30	32,49,694	15,39,783	17,09,911	3.01	1.69	1.32
	1930-31	33,68,919	16,23,881	17,45,038	2.62	1.52	1.10
South Indian	1929-30	2,52,82,282	1,44,41,877	1,08,40,405	4.40	2.53	1.87
	1930-31	2,38,03,617	1,41,38,257	96,65,360	3.77	2.34	1.43

* Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and
† Revised figures.

§ The results in columns 6 to 17 exclude steam boat

for the years 1929-30 and 1930-31.

§ Goods Traffic.									Railway.
Goods earn- ings per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods vehicle per mile (excluding brakes).	Cost of hauling a goods vehicle one mile.	Profit on working a goods vehicle one mile.	Cost of hauling a goods unit (viz., one ton) one mile.	Cost of hauling a goods unit one mile (including inte- rest on capital expended on open line at the rate of 5½ per cent. per annum).	Profit on working a goods unit (viz., one ton) one mile.	
9	10	11	12	13	14	15	16	17	
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	5' 6" Gauge.
8.34	7.30	1.04	41.4	36.2	5.17	3.47	5.19	0.49	Bengal Nagpur.
8.09	6.28	1.81	39.4	30.6	8.81	3.16	5.25	0.90	
15.0	8.82	6.17	65.0	38.3	26.7	4.82	7.50	3.43	Bombay, Baroda and Central India.
13.8	8.01	5.81	60.7	35.1	25.6	4.58	7.21	3.35	
14.6	8.03	6.57	60.7	37.0	23.7	4.75	7.51	3.86	Eastern Bengal.
14.2	8.26	5.94	58.3	34.0	24.3	4.77	7.65	3.42	
8.67	5.56	3.11	34.3	22.0	12.3	2.46	3.91	1.34	East Indian.
8.75	5.81	2.94	34.3	22.8	11.5	2.49	4.07	1.25	
11.2	6.33	4.82	53.3	33.1	25.2	4.06	6.82	3.07	Great Indian Peninsula.
11.2	6.59	4.63	55.7	32.7	23.0	4.18	6.66	2.96	
13.0	6.07	6.93	63.1	29.5	33.6	3.99	6.34	4.53	Madras and Southern Mah- ratta.
13.0	6.22	6.78	59.0	28.8	30.7	3.87	6.35	4.21	
12.0	3.64	8.36	64.1	19.5	44.6	2.28	††5.72	5.20	Nizam's State.
11.4	4.50	6.90	62.2	24.4	37.8	2.92	††6.17	4.47	
10.4	6.92	3.98	51.4	34.3	17.1	4.24	6.86	2.28	North Western.
11.2	7.61	3.59	51.6	35.0	16.6	4.32	7.00	1.98	
9.20	4.12	5.08	73.6	32.9	40.7	4.61	7.15	5.59	South Indian.
9.41	3.72	5.69	73.4	29.0	44.4	4.28	6.76	5.70	
4.97	3.53	1.44	33.6	27.4	11.2	6.01	11.9	2.40	3' 3½" Gauge. Assam-Bengal.
5.17	3.35	1.82	38.4	24.9	13.5	5.32	11.1	2.83	
5.44	2.37	3.07	32.4	14.1	17.5	2.81	4.96	4.52	Bengal and North-Western.
5.00	2.00	3.00	30.0	14.0	16.0	3.00	4.98	4.15	
7.12	4.19	2.93	37.4	22.0	15.4	4.71	6.67	3.30	Bombay, Baroda and Central India.
7.42	4.50	2.92	37.3	22.6	14.7	4.81	6.86	3.12	
6.96	4.07	2.89	45.3	29.5	15.8	4.46	7.26	3.16	Burma.
6.70	4.41	2.29	44.2	29.1	15.1	5.02	8.12	2.61	
7.38	4.41	2.97	34.5	21.7	12.8	6.07	†8.27	3.39	Eastern Bengal.
7.20	5.06	2.14	33.7	23.7	10.0	5.69	†9.19	2.44	
5.38	3.76	1.62	23.6	20.0	8.60	5.30	7.66	2.32	Jodhpur.
5.83	3.20	2.63	31.2	17.1	14.1	4.39	6.69	3.64	
5.87	3.02	2.85	41.4	21.3	20.1	4.77	7.64	4.49	Madras and Southern Mah- ratta.
5.72	3.17	2.55	41.1	22.8	18.3	5.08	8.21	4.07	
10.8	4.66	6.14	57.6	24.8	32.8	4.58	**	6.02	Nizam's State.
10.0	5.71	4.29	53.5	30.4	23.1	5.60	**	4.20	
4.98	2.46	2.52	36.0	20.6	15.4	3.66	6.37	3.77	Rohilkund and Kumaon.
4.82	2.39	2.43	35.2	20.4	14.8	3.69	6.35	3.78	
5.77	3.17	2.60	41.0	22.6	18.4	6.02	9.73	4.78	South Indian.
5.45	3.01	2.44	39.0	21.6	17.4	5.82	10.1	4.58	

earnings and expenses.

sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.

† Metre and Narrow gauges combined.

‡ Revised figures.

†† Broad and Metre gauges combined.

** Included in Broad gauge.

16.—Statement of ton mileage of Class I Railways for the years 1929-30 and 1930-31.
(In thousands).

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal-Nagpur	1929-30	2,961,926	1,526,280	5,371,462	2,103,233	6,412,712	2,111,901	6,586,776
	1930-31	2,519,188	1,568,510	4,924,711	2,169,628	5,691,333	2,180,595	5,812,054
Bombay, Baroda and Central India	1929-30	932,412	1,271,662	2,031,564	1,804,402	2,302,645	1,805,767	2,356,394
	1930-31	872,164	1,231,997	1,917,190	1,721,244	2,212,003	1,722,338	2,287,415
Eastern Bengal	1929-30	534,185	1,370,494	1,196,055	1,791,006	1,334,307	1,795,564	1,447,115
	1930-31	493,599	1,332,110	1,099,635	1,762,400	1,232,309	1,768,141	1,343,188
East Indian	1929-30	6,271,151	5,470,745	12,583,992	7,146,173	14,085,433	7,221,408	14,507,480
	1930-31	6,052,297	5,172,092	12,100,241	6,890,659	13,531,827	6,966,401	13,884,355
Great Indian Peninsula	1929-30	2,367,251	3,598,736	5,090,410	4,859,110	5,871,946	4,864,389	6,051,498
	1930-31	2,115,721	3,433,188	4,659,308	4,592,484	5,374,202	4,598,821	5,523,934
	1929-30	159,007	161,840	318,965	229,255	362,931	230,125	365,437
	1930-31	272,395	447,464	566,733	631,659	653,243	632,217	657,488
Madras and Southern Mahratta	1929-30	676,476	1,200,415	1,550,703	1,622,562	1,811,809	1,637,303	1,872,782
	1930-31	639,613	1,182,165	1,483,927	1,635,052	1,725,558	1,653,478	1,777,948
Nizam's State	1929-30	240,225	235,107	478,594	355,754	560,748	356,893	577,771
	1930-31	250,032	217,525	508,020	375,293	600,052	376,269	629,248
North Western	1929-30	2,820,410	5,076,359	6,024,527	6,883,898	7,027,149	6,904,510	7,389,913
	1930-31	2,840,863	4,916,450	6,154,604	6,592,147	7,076,703	6,617,852	7,417,415
South Indian	1929-30	173,327	459,071	392,218	670,211	470,806	670,799	512,073
	1930-31	168,639	522,770	401,567	761,861	482,301	762,318	520,917
TOTAL 5' 6" GAUGE	1929-30	16,977,363	20,208,869	34,919,525	27,236,349	39,877,555	27,368,534	41,301,802
	1930-31	15,952,116	19,576,817	33,249,203	26,500,768	37,926,288	26,646,213	39,196,474
	1929-30	159,007	161,840	318,965	229,255	362,931	230,125	365,437
	1930-31	272,395	447,464	566,733	631,659	653,243	632,217	657,488
3' 3½" GAUGE.								
Assam-Bengal	1929-30	243,145	372,752	525,094	469,616	650,071	471,025	674,674
	1930-31	248,845	397,912	549,445	497,341	673,528	498,694	698,217
Bengal and North Western	1929-30	411,056	886,962	892,932	1,129,282	1,026,510	1,209,106	1,070,014
	1930-31	459,151	879,736	895,387	1,128,361	1,027,446	1,206,405	1,055,647
Bombay, Baroda and Central India	1929-30	759,106	976,492	1,521,953	1,268,131	1,752,494	1,268,911	1,813,656
	1930-31	732,410	958,449	1,475,601	1,255,570	1,701,269	1,256,112	1,770,487
Burma	1929-30	763,809	767,063	1,361,294	1,021,766	1,628,451	1,023,478	1,773,990
	1930-31	665,070	774,792	1,217,433	1,037,564	1,482,847	1,039,088	1,631,403

* Excluding traffic carried in departmental trains.

‡ Excluding electric multiple unit suburban trains.

16.—Statement of ton mileage of Class I Railways for the years 1929-30 and 1930-31—concl'd.
(In thousands).

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
3' 3½" GAUGE—concl'd.								
Eastern Bengal	1929-30	245,677	586,443	556,743	747,676	629,730	748,809	663,821
	1930-31	225,916	547,366	520,074	695,264	585,016	697,393	625,995
Jodhpur	1929-30	113,708	185,282	252,381	233,845	301,122	235,131	322,123
	1930-31	122,316	191,820	267,486	241,699	318,732	242,488	331,647
Madras and Southern Mahratta	1929-30	520,888	626,950	1,139,834	847,653	1,412,435	850,252	1,450,341
	1930-31	471,153	619,576	1,054,853	847,129	1,310,267	849,161	1,338,330
Nizam's State	1929-30	95,538	154,325	190,566	227,826	225,689	228,881	235,623
	1930-31	103,196	148,291	211,917	238,218	251,885	238,860	268,70
Rohilkund and Kumaon	1929-30	85,124	152,534	169,475	199,275	202,241	200,736	222,915
	1930-31	84,544	154,565	171,094	209,951	205,449	211,494	227,273
South Indian	1929-30	324,851	918,614	729,296	1,234,495	881,903	1,236,150	944,386
	1930-31	293,055	922,986	674,773	1,264,775	805,597	1,266,766	881,004
TOTAL 3' 3½" GAUGE	1929-30	3,562,902	5,627,417	7,339,568	7,379,565	8,709,746	7,472,479	9,176,543
	1930-31	3,405,656	5,595,493	7,038,063	7,416,872	9,362,036	7,506,341	8,828,704
2' 6" & 2' 0" GAUGES.								
Bengal Nagpur	1929-30	48,824	134,943	116,928	189,891	155,024	190,129	165,967
	1930-31	43,234	133,135	105,550	192,509	139,360	192,801	150,318
Bombay, Baroda and Central India	1929-30	4,156	14,074	9,218	21,769	12,459	21,799	14,131
	1930-31	4,026	17,260	9,903	25,493	13,031	25,499	14,056
Eastern Bengal	1929-30	38	4,054	223	5,411	290	5,412	292
	1930-31	41	4,417	163	5,784	212	5,787	386
Great Indian Peninsula	1929-30	9,323	20,797	20,742	33,209	29,599	33,209	32,206
	1930-31	8,648	18,274	19,308	29,445	27,990	29,468	30,628
North Western	1929-30	22,122	47,657	57,699	76,123	92,522	77,627	102,010
	1930-31	23,890	49,989	62,802	80,243	101,808	81,304	110,259
South Indian	1929-30	1,886	8,176	4,329	13,080	6,224	13,107	6,499
	1930-31	1,920	8,273	4,666	13,291	6,782	13,291	6,787
TOTAL 2' 6" AND 2' 0" GAUGES	1929-30	86,349	229,701	209,139	339,433	296,118	340,683	321,095
	1930-31	81,759	231,348	202,392	346,765	289,184	348,150	312,434
TOTAL CLASS I RAILWAYS	Steam	1929-30	20,626,614	26,065,987	42,468,232	34,955,397	48,883,419	50,799,440
		1930-31	19,439,531	25,403,658	40,489,658	34,264,405	46,577,508	48,337,612
	Electric	1929-30	159,007	161,840	318,965	229,255	362,931	365,437
		1930-31	272,395	447,464	566,793	631,659	653,243	657,488

* Excluding traffic carried in Departmental trains.

§ See remarks on page 118.

17.—Statement of Train and Engine † Mileage of Class I-Railways for the years 1929-30 and 1930-31.
(In thousands).

Railway.	Year.	TRAIN MILES.												
		Passen- ger.	Goods.			Pas- senger propor- tion.	Mixed.		Passen- ger and proportion of mixed.	Goods and proportion of mixed.	Total (Cols. 10 +11).	Departmental.		
			Main lines.	Branch lines.	Total.		Goods proportion.	Total.				Passen- ger and Total mixed.	Goods.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" GAUGE.														
Bengal-Nagpur	1929-30	5,369	4,259	2,413	6,672	178	172	350	5,648	8,843	12,391	27	540	567
	1930-31	5,469	3,871	2,251	6,122	226	203	429	5,895	8,325	12,020	28	306	334
Bombay, Baroda and Central India	1929-30	4,397	1,916	332	2,247	581	319	900	4,979	2,565	7,544	12	131	143
	1930-31	4,019	1,750	304	2,054	547	464	1,011	4,566	2,518	7,084	11	133	144
Eastern Bengal	1929-30	4,799	1,287	119	1,406	204	104	308	5,083	1,509	6,592	10	200	210
	1930-31	4,662	1,228	109	1,337	152	55	207	4,814	1,392	6,206	12	182	194
East Indian	1929-30	15,711	11,527	1,948	13,475	628	167	795	16,339	13,642	29,981	201	895	1,096
	1930-31	16,118	10,726	2,001	12,727	649	143	792	16,767	12,870	29,637	204	737	941
Great Indian Peninsula	1929-30	(a)12,684	5,262	1,800	7,062	383	146	529	(a)12,967	(a)7,208	(a)20,175	20	(a)1,029	(a)1,049
	1930-31	11,456	4,700	1,806	6,506	370	155	525	11,826	6,601	18,427	16	733	749
	1929-30	(a)505	(a)327	Nil	(a)327	Nil	Nil	Nil	(a)505	(a)327	832	4	(a)7	(a)11
	1930-31	1,339	607	Nil	607	Nil	Nil	Nil	1,339	607	1,946	1	8	9
Madras and Southern Mahratta	1929-30	3,889	1,426	468	1,894	231	262	493	4,119	2,153	6,232	57	182	239
	1930-31	3,975	1,306	493	1,799	273	164	437	4,248	1,968	6,211	70	138	208
Nizam's State.	1929-30	1,039	(a)673	(a)6	679	24	41	65	1,113	720	1,833	2	68	70
	1930-31	1,086	690	7	697	59	70	129	1,145	767	1,912	3	91	94
North Western	1929-30	15,238	6,271	1,395	7,666	2,369	918	3,287	17,608	8,583	26,191	53	715	768
	1930-31	14,323	6,067	1,348	7,405	2,129	784	2,913	16,452	8,189	24,641	67	569	636
South Indian	1929-30	2,002	644	54	698	144	100	244	2,147	798	2,945	2	294	296
	1930-31	2,191	599	82	681	168	121	289	2,359	802	3,161	1	290	291
Total 5' 6" gauge	1929-30	(a)65,078	(a)33,264	(a)3,535	41,799	4,742	2,235	6,977	(a)69,823	(a)44,031	(a)113,854	384	(a)4,054	(a)4,438
	1930-31	63,299	30,927	8,401	39,328	4,573	2,159	6,732	67,872	41,487	109,359	412	3,179	3,591
	1929-30	(a)505	(a)327	Nil	(a)327	Nil	Nil	Nil	(a)505	(a)327	832	4	(a)7	(a)11
	1930-31	1,339	607	Nil	607	Nil	Nil	Nil	1,339	607	1,946	1	8	9
3' 3½" GAUGE.														
Assam Bengal	1929-30	9	274	259	533	1,594	1,475	3,069	1,603	2,009	3,612	7	209	216
	1930-31	2	165	259	424	1,617	1,563	3,180	1,619	1,987	3,606	7	152	159
Bengal and North-Western	1929-30	3,538	1,116	666	1,782	1,512	951	2,463	5,050	2,734	7,784	13	167	180
	1930-31	3,689	1,109	645	1,754	1,450	905	2,355	5,139	2,659	7,798	13	185	198
Bombay, Baroda and Central India	1929-30	4,427	1,581	1,875	3,456	1,218	937	2,155	5,645	4,392	10,037	3	191	194
	1930-31	4,585	1,404	1,764	3,368	1,020	695	1,715	5,605	4,083	9,688	2	160	162
Burma	1929-30	1,218	1,922	387	2,897	3,053	934	3,987	4,272	3,743	8,015	12	802	814
	1930-31	1,194	1,869	631	2,300	3,138	1,070	4,206	4,330	3,370	7,700	14	793	807

† Excluding electric multiple unit suburban trains.
(a) Revised figures.

17.—Statement of Train and Engine † Mileage of Class I Railways for the years 1929-30 and 1930-31.
(In thousands).—contd.

Railway.	Year.	TRAIN MILES.												
		Passen- ger.	Goods.			Mixed.			Passen- ger and proportion of mixed.	Goods and proportion of mixed.	Total (Cols. 10+11).	Departmental.		
			Main lines.	Branch lines.	Total.	Passen- ger proportion.	Goods proportion.	Total.				Passen- ger and Total mixed.	Goods.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3' 3½" GAUGE—concd.														
Eastern Bengal	1929-30	2,125	1,096	81	1,177	750	233	983	2,875	1,409	4,284	4	136	140
	1930-31	2,114	999	81	1,080	492	189	681	2,806	1,268	3,874	5	143	148
Jodhpur	1929-30	469	301	16	317	363	518	881	833	834	1,667	6	77	83
	1930-31	465	298	21	319	388	557	945	853	876	1,729	5	45	50
Madras and Southern Mahratta	1929-30	3,050	2,398	769	3,167	705	926	1,631	3,755	4,094	7,849	16	256	272
	1930-31	3,047	2,101	680	2,781	734	1,018	1,752	3,781	3,799	7,580	15	185	200
Nizam's State	1929-30	(a)1,236	(a)434	(a) Nil	434	42	32	74	1,278	(a)466	(a)1,744	7	37	44
	1930-31	1,182	437	Nil	437	65	43	108	1,247	480	1,727	5	66	71
Rohilkund and Kumaon	1929-30	484	167	13	180	420	447	867	905	627	1,532	7	63	70
	1930-31	676	260	14	274	384	387	771	1,060	660	1,720	7	71	78
South Indian	1929-30	4,477	1,376	607	1,983	1,231	432	1,663	5,708	2,416	8,124	7	999	1,006
	1930-31	5,099	1,188	600	1,788	930	278	1,208	6,029	2,066	8,095	7	1,143	1,150
Total 3' 3½" Gauge	1929-30	(a)21,033	(a)10,665	(a)5,173	15,838	10,888	6,885	17,773	(a)31,924	22,724	54,648	82	2,943	3,025
	1930-31	22,053	9,830	4,695	14,525	10,216	6,705	16,921	32,269	21,228	53,497	80	2,943	3,023
2' 6" & 2' 0" GAUGES.														
Bengal-Nagpur	1929-30	619			494			673	1,063	723	1,786			60
	1930-31	711			410			677	1,152	646	1,798			58
Bombay, Baroda and Central India	1929-30	107			1			215	230	93	323			21
	1930-31	129			2			253	279	104	383			9
Eastern Bengal	1929-30	63		Nil				44	102	5	107			Nil
	1930-31	63		Nil				46	105	4	109			7
Great Indian Peninsula	1929-30	52		Nil				407	271	133	459			22
	1930-31	22		Nil				397	240	179	419			25
North Western	1929-30	291			522			509	625	697	1,322			91
	1930-31	280			516			548	628	716	1,344			67
South Indian	1929-30	Nil		Nil				169	122	47	169			4
	1930-31	Nil		Nil				178	126	52	178			Nil
Total 2' 6" and 2' 0" Gauges	1929-30	1,132			1,017			2,017	2,413	1,753	4,166			193
	1930-31	1,205			928			2,099	2,530	1,701	4,231			165
Total Class I Railways	1929-30	(a)87,243			58,654			26,767	(a)104,160	(a)68,508	(a)172,668			(a)7,661
	1930-31	86,557			54,781			25,752	102,871	64,416	167,087			6,784
	1929-30	(a)505			(a)327		Nil		(a)505	(a)327	832			(a)11
	1930-31	1,339			607		Nil		1,339	607	1,946			9

† Excluding electric multiple unit suburban trains.
(a) Revised figures.

17.—Statement of Train and Engine ‡Mileage of Class I

Railways.	Year.	SHUNTING MILES.						OTHER			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total.	Shunting Engines.	Train Engines.	Total.	Assisting required.	Assisting not required.	Light.	Total Other.
		18	19	20	21	22	23	24	25	26	27
16	17	18	19	20	21	22	23	24	25	26	27
5' 6" Gauge.											
Bengal-Nagpur	1929-30	466	47	513	2,854	432	3,286	19	9	68	96
	1930-31	442	44	486	2,624	421	3,045	14	6	84	104
Bombay, Baroda & Central India	1929-30	201	9	210	847	43	890	4	5	214	223
	1930-31	204	7	211	789	45	834	1	3	168	172
Eastern Bengal	1929-30	333	27	360	1,189	60	1,249	Nil	Nil	16	16
	1930-31	330	55	385	1,035	88	1,123	Nil	Nil	31	31
East Indian	1929-30	701	27	728	4,464	240	4,704	101	122	416	639
	1930-31	700	25	725	4,262	220	4,482	90	120	431	611
Great Indian Peninsula	1929-30	408	10	418	2,203	184	2,387	(a)184	87	(a)179	450
	1930-31	402	11	419	2,091	166	2,257	84	45	127	256
	1929-30	Nil	Nil	Nil	Nil	7	7	40	Nil	18	58
	1930-31	Nil	Nil	Nil	Nil	7	7	144	8	50	202
Madras & Southern Mahratta	1929-30	132	14	(a)146	734	119	853	53	1	117	171
	1930-31	132	8	140	697	101	798	21	3	106	130
Nizam's State	1929-30	31	(a)3	(a)34	(a)207	26	(a)233	2	2	20	24
	1930-31	25	2	27	240	36	276	3	Nil	23	26
North Western	1929-30	1,100	89	1,189	2,497	226	2,723	135	134	238	507
	1930-31	1,111	73	1,184	2,310	266	2,576	160	120	244	524
South Indian	1929-30	53	34	87	300	79	379	4	2	13	19
	1930-31	54	47	101	284	87	371	11	1	15	27
Total 5' 6" Gauge	1929-30	3,425	(a)260	(a)3,685	(a)15,395	1,409	(a)16,704	(a)502	362	(a)1,281	2,145
	1930-31	3,400	278	3,678	14,332	1,430	15,762	384	298	1,229	1,911
	1929-30	Nil	Nil	Nil	Nil	7	7	40	Nil	18	58
	1930-31	Nil	Nil	Nil	Nil	7	7	144	8	50	202
3' 3½" Gauge.											
Assam Bengal	1929-30	81	44	125	605	135	740	5	1	20	26
	1930-31	80	40	120	571	124	695	5	4	15	24
Bengal and North-Western	1929-30	125	62	187	1,126	180	1,286	Nil	17	35	52
	1930-31	124	72	196	1,114	204	1,318	Nil	17	37	54
Bombay, Baroda & Central India	1929-30	222	40	262	976	123	1,099	10	54	64	128
	1930-31	192	53	245	917	120	1,037	16	37	55	108
Burma	1929-30	303	Nil	303	1,107	6	1,113	24	1	25	50
	1930-31	300	Nil	300	1,034	4	1,038	35	Nil	28	63

‡ Excluding electric multiple unit suburban trains.
(a) Revised figures.

Railways for the years 1929-30 and 1930-31 (In thousands)—contd.

ENGINE MILES								Total Engine Miles.				Railway.
Goods and proportion of mixed.					Departmental.*			Traffic Engine Miles.				
Assisting required.	Assisting not required.	Light.	Siding.	Total Other.	Passenger and Total Mixed.	Goods Engr.	Total Goods.	Total Departmental Coa. 15+33+35.	Passenger and proportion of mixed (Columns 10+20+27).	Goods & proportion of mixed (Columns 11+23+32).	Total including Departmental (Columns 36+37+38).	
28	29	30	31	32	33	34	35	36	37	38	39	
5' 6" GAUGE.												40
639	30	715	253	1,637	8	40	526	1,101	(a)6,157	(a)11,766	19,024	
438	26	606	163	1,233	12	22	449	795	6,285	10,603	17,683	Bengal Nagpur.
Nil	1	98	21	120	1	38	309	453	5,412	(a)3,575	(a)9,440	
1	2	79	25	107	1	41	265	410	4,940	3,459	8,818	Bombay, Baroda & Central India.
4	11	68	200	283	14	12	62	(a)286	(a)5,379	3,041	8,706	
3	15	67	200	285	15	17	38	247	5,230	2,800	8,277	Eastern Bengal.
205	182	1,089	1,586	3,062	99	133	1,101	2,296	17,706	21,408	41,410	
152	155	1,036	1,488	2,826	90	110	1,097	2,128	18,133	20,178	40,439	East Indian.
337	69	332	34	772	24	107	437	(a)1,510	(a)13,835	10,367	25,712	
173	38	250	32	493	15	88	408	1,172	12,561	9,411	23,084	Steam } Great Indian Peninsula.
18	Nil	24	Nil	42	1	Nil	14	26	563	376	965	
72	Nil	40	Nil	112	1	Nil	28	38	1,541	726	2,305	Electric }
103	11	123	Nil	237	8	34	196	443	(a)4,436	3,253	(a)8,132	
79	9	98	Nil	186	11	25	153	372	4,518	2,947	7,837	Madras & Southern Mahratta
27	2	72	1	102	1	15	(a)41	112	1,171	1,055	2,338	
21	1	80	2	104	1	23	58	153	1,198	1,147	2,498	Nizam's State.
270	65	692	111	1,138	49	66	708	1,525	19,304	(a)12,444	(a)33,273	
250	54	649	84	1,037	51	57	804	1,491	18,160	11,802	31,453	North Western.
39	23	47	Nil	109	56	25	107	459	2,253	(a)1,236	3,998	
32	12	50	Nil	94	61	29	106	458	2,487	1,267	4,212	South Indian.
1,624	394	3,236	2,206	7,460	260	470	(a)3,487	8,185	(a)75,653	(a)63,195	(a)152,033	
1,149	312	2,915	1,989	6,365	257	412	3,379	7,226	73,461	63,614	144,391	Steam } Electric }
18	Nil	24	Nil	42	1	Nil	14	(a)26	563	376	(a)965	
72	Nil	40	Nil	112	1	Nil	28	38	1,541	726	2,305	
3' 3½" GAUGE.												Assam Bengal.
22	6	50	2	80	4	25	86	306	1,754	2,329	4,339	
24	11	40	5	80	3	11	69	231	1,763	2,762	4,756	Bengal and North-Western.
12	27	41	Nil	80	45	25	221	447	(a)5,289	(a)4,100	(a)9,836	
14	35	40	Nil	89	72	12	139	409	5,398	4,066	9,864	Bombay, Baroda & Central India.
11	105	74	25	215	1	17	280	474	6,035	(a)5,706	(a)12,215	
18	96	77	22	213	1	11	323	496	5,958	5,313	11,757	Burma.
41	4	143	546	734	Nil	Nil	121	935	4,625	5,590	11,150	
30	8	178	453	669	Nil	Nil	113	920	4,693	5,077	10,690	

*Including shunting and departmental sidings.
(a) Revised figures.

17.—Statement of Train and Engine ‡ Mileage of Class I

Railway.	Year.	SHUNTING MILES.						OTHER.			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total.	Shunting Engines.	Train Engines.	Total.	Assisting required.	Assisting not required.	Light.	Total Other.
16	17	18	19	20	21	22	23	24	25	26	27
3' 3½" GAUGE—conold.											
Eastern Bengal	1929-30	195	16	211	786	80	866	4	Nil	7	11
	1930-31	194	21	215	652	107	759	Nil	Nil	12	12
Jodhpur	1929-30	73	44	117	176	66	242	Nil	3	4	7
	1930-31	81	51	132	179	68	247	Nil	Nil	5	5
Madras & Southern Mahratta	1929-30	129	8	137	849	74	923	15	14	25	54
	1930-31	117	7	124	771	69	840	15	24	29	68
Nizam's State	1929-30	(a)20	20	(a)40	111	11	122	2	Nil	43	45
	1930-31	21	20	41	112	12	124	1	1	46	48
Rohilkund and Kumaon	1929-30	34	Nil	34	199	2	201	9	12	10	30
	1930-31	40	Nil	40	212	5	217	10	16	15	41
South Indian	1929-30	144	115	259	579	267	846	1	37	29	67
	1930-31	115	118	233	477	288	765	3	32	32	67
Total 3' 3½" Gauge	1929-30	(a)1,326	349	(a)1,675	6,514	924	7,438	70	133	262	470
	1930-31	1,264	382	1,646	6,039	1,001	7,040	85	131	274	490
SHUNTING MILES (ALL CLASSES).											
		SHUNTING ENGINES.		TRAIN ENGINES.		TOTAL.					
2' 6" & 2' 0" GAUGES.											
Bengal-Nagpur	1929-30		371		99		470				
	1930-31		377		93		470				
Bombay, Baroda & Central India	1929-30		Nil		29		29				
	1930-31		1		28		29				
Eastern Bengal	1929-30		Nil		4		4				
	1930-31		Nil		3		3				
Great Indian Peninsula	1929-30		39		7		46				
	1930-31		40		4		44				
North Western	1929-30		156		43		204				
	1930-31		156		34		190				
South Indian	1929-30		Nil		10		10				
	1930-31		Nil		11		11				
Total 2' 6" & 2' 0" Gauges	1929-30		566		192		763				
	1930-31		574		173		747				
Total Class I Railways	Steam	1929-30	27,126	(a) 3,139	(a) 30,265						
		1930-31	25,609	3,264	28,873						
	Electric	1929-30	Nil	7	7	40	Nil	18	58		
		1930-31	Nil	7	7	144	8	50	202		

‡ Excluding electric multiple unit suburban trains.
(a) Revised figures.

Railways for the years 1929-30 and 1930-31 (In thousands)—concl'd.

ENGINE MILES.									Total Engine Miles.				Railway.
Goods and proportion of mixed.					†Departmental.			Total Departmental (Cols. 15+33+35).	Traffic Engine Miles.		Total including Departmental (Columns 36+37+38).		
Assisting required.	Assisting not required.	Light.	Siding.	Total Other.	Passenger and Total Mixed.	Goods Engr.	Total Goods.		Passenger and proportion of mixed (Columns 10+20+27).	Goods & proportion of mixed. (Columns 11+23+32).			
28	29	30	31	32	33	34	35	36	37	38	39	40	
Nil	2	9	16	27	6	26	89	(a)235	3,097	2,302	(a)5,634	3' 3½" Gauge—concl'd. Eastern Bengal.	
Nil	1	8	23	32	5	35	78	231	2,833	2,059	5,123		
Nil	Nil	9	1	10	Nil	4	30	113	957	(a)1,086	(a)2,156	Jodhpur.	
Nil	Nil	4	9	13	Nil	5	76	125	990	1,136	2,251		
260	167	151	Nil	578	8	19	146	425	(a)3,946	(a)5,595	9,966	Madras & Southern Mahratta.	
214	175	102	Nil	491	3	22	108	311	3,973	5,130	9,414		
28	1	40	Nil	69	Nil	12	45	89	1,363	657	2,109	Nizam's State.	
6	Nil	50	Nil	56	1	21	65	137	1,336	660	2,133		
6	12	10	1	29	13	Nil	48	138	(a)969	(a)857	1,964	Rohilkund and Kumaon.	
6	6	10	3	25	13	1	51	142	1,141	902	2,185		
53	15	32	39	139	77	54	169	1,252	6,034	(a)3,401	(a)10,687	South Indian.	
38	23	29	37	127	92	74	176	1,423	6,329	2,958	10,710		
433	339	559	630	1,961	154	182	1,235	4,414	(a)34,069	32,123	(a)70,606	Total 3' 3½" Gauge.	
350	355	538	552	1,795	190	192	1,197	4,415	34,405	30,063	68,883		
Total. § OTHER ENGINE MILES.					Total OTHER DEPARTMENTAL.							2' 6" & 2' 0" Gauges.	
29					37			97	*	*	2,382	Bengal-Nagpur.	
26					37			95	*	*	2,389		
7					4			25	266	93	(a)384	Bombay, Baroda & Central India.	
9					2			10	317	104	431		
Nil					Nil			Nil	105	6	(a)151	Eastern Bengal.	
Nil					Nil			7	108	4	119		
(a) 1					(a) 1			(a)23	283	223	(a)529	Great Indian Peninsula.	
Nil					2			27	251	212	490		
124					4			95	*	*	1,745	North Western.	
175					6			73	*	*	1,782		
Nil					4			8	127	52	(a)187	South Indian.	
Nil					Nil			Nil	131	58	189		
(a)162					(a)50			(a)248	*	*	(a)5,338	Total 2' 6" & 2' 0" Gauges.	
210					47			212	*	*	5,400		
(a)12,197					(a)12,847			*	*	(a)227,977	Steam	Total Class. I Railways.	
10,771					11,853			*	*	218,584			
13	Nil	24	Nil	42	1	Nil	14	(a)26	563	376	(a)965		Electric †
72	Nil	40	Nil	112	1	Nil	28	38	1,541	726	2,305		

18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passen- ger trains.	Mixed trains.			Goods trains.			Traffic.	
			Passen- ger proportion.	Goods pro- portion.	Total.	Main Line.	Branch Line.	Total.	Shunting.	
									Passen- ger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5' 6" Gauge.										
Bengal-Nagpur	1929-30	269,9	15,4	14,5	29,9	412,8	235,2	648,0	102,6	657,2
	1930-31	274,5	18,9	17,0	35,9	348,8	206,6	555,2	97,2	609,0
Bombay, Baroda and Central India.	1929-30	188,2	35,8	19,7	55,5	180,9	33,5	214,4	41,9	178,7
	1930-31	169,8	33,1	28,9	62,0	162,2	29,3	191,5	42,3	166,8
Eastern Bengal	1929-30	258,9	14,4	7,2	21,6	132,1	17,1	149,2	72,0	249,7
	1930-31	239,4	12,6	4,5	17,1	122,9	15,5	138,4	77,1	224,6
East Indian	1929-30	692,9	40,0	10,6	50,6	1,118,9	236,6	1,355,5	145,7	940,8
	1930-31	693,1	39,7	8,8	48,5	1,081,4	230,7	1,262,1	145,0	896,4
Great Indian Peninsula	1929-30	590,9	27,1	10,5	37,6	471,3	165,8	637,1	83,6	479,0
	1930-31	551,0	25,0	10,9	35,9	443,3	160,0	603,3	83,9	453,0
Madras and Southern Mahratta	1929-30	201,2	17,9	21,4	39,3	137,2	46,8	184,0	23,5	170,6
	1930-31	200,1	20,3	12,2	32,5	119,6	45,2	164,8	28,0	159,6
Nizam's State	1929-30	50,8	*1,8	3,4	*5,2	*78,3	*5	78,8	6,9	46,4
	1930-31	49,5	4,0	4,9	8,9	77,6	5	78,1	5,5	55,1
North Western	1929-30	717,1	168,1	64,8	232,9	598,0	144,3	742,3	237,7	544,7
	1930-31	687,6	144,9	55,5	200,4	553,2	133,5	686,7	236,8	515,2
South Indian	1929-30	105,3	10,5	8,1	18,6	56,6	6,1	62,7	17,4	75,8
	1930-31	115,3	11,5	9,3	20,8	52,6	8,8	61,4	20,2	74,2
Total 5' 6" Gauge	1929-30	3,075,2	*331,0	160,2	*491,2	*3,186,1	*885,9	4,072,0	736,3	3,342,9
	1930-31	2,960,3	310,0	152,0	462,0	2,911,4	830,1	3,741,5	736,0	3,153,9
3' 3½" Gauge.										
Assam Bengal	1929-30	1,2	133,4	123,8	257,2	27,7	27,4	55,1	24,9	148,1
	1930-31	2	140,0	134,9	274,9	15,2	25,4	40,6	24,0	139,0
Bengal and North-Western	1929-30	222,6	118,3	73,5	191,8	116,7	83,7	199,4	37,3	257,2
	1930-31	230,1	113,7	71,0	184,7	113,6	73,7	187,3	39,1	263,5
Bombay, Baroda and Central India.	1929-30	250,7	92,5	71,1	163,6	133,6	176,5	310,1	52,5	219,8
	1930-31	256,8	77,0	54,6	131,6	133,2	161,2	294,4	49,0	207,3
Burma	1929-30	66,0	213,2	72,0	285,2	200,2	87,5	287,7	60,6	222,6
	1930-31	65,4	220,9	79,2	300,1	161,2	57,5	218,7	59,9	207,6

* Revised figures.

for the years 1929-30 and 1930-31 (In hundreds).

Service.			Total.		Departmental Engine hours.			Total Engine hours (Columns 15 + 16 + 19).	Percentage of train Engine hours to total Engine hours.		Railway.
†Other Hours.			Passenger and proportion of mixed (Columns 3 + 4 + 10 + 12).	Goods and proportion of mixed (Columns 5 + 9 + 11 + 13 + 14).	Passenger and Total mixed.	Goods.	Total.		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.									
12	13	14	15	16	17	18	19	20	21	22	23
5' 6" GAUGE.											
85,0	322,8	36,1	472,9	1,678,6	2,2	177,3	179,5	2,331,0	60	36	Bengal-Nagpur.
89,7	258,3	23,2	480,3	1,462,7	2,5	126,5	129,0	2,072,0	61	36	
66,8	49,1	3,2	332,7	465,1	2,2	64,0	66,2	864,0	67	44	Bombay, Baroda and Central India.
62,0	45,9	3,5	307,2	436,6	1,9	58,7	60,6	804,4	66	44	
88,3	44,0	28,6	433,6	478,7	4,0	40,2	44,2	956,5	62	30	Eastern Bengal.
89,7	39,8	28,5	418,8	435,8	3,8	35,8	39,6	894,2	60	30	
226,1	419,4	236,6	1,140,7	2,952,9	36,8	298,2	335,0	4,428,6	62	42	East Indian.
273,0	371,9	211,9	1,150,8	2,751,1	43,2	264,6	307,8	4,209,7	61	42	
143,3	207,8	5,7	*944,9	1,340,1	9,3	222,5	231,8	*2,416,8	72	41	Great Indian Peninsula.
127,2	177,6	5,4	787,1	1,250,2	6,2	163,4	169,6	2,206,9	73	43	
79,6	76,8	Nil	327,2	452,8	8,0	49,8	57,8	837,3	66	41	Madras and Southern Mahratta.
81,9	64,8	Nil	330,3	401,4	8,0	38,1	47,0	778,7	65	40	
12,6	24,7	2	72,1	153,5	3	13,9	14,2	239,8	73	49	Nizam's State.
14,5	29,0	4	73,5	167,5	3	19,8	20,1	261,1	73	44	
188,2	206,3	15,8	1,311,1	1,573,9	13,3	218,7	232,0	3,117,0	67	45	North Western.
190,7	185,2	12,0	1,240,0	1,454,6	14,1	204,7	218,8	2,913,4	65	45	
48,7	39,1	Nil	181,9	185,7	11,7	58,5	70,2	437,3	60	29	South Indian.
59,2	35,8	Nil	206,2	190,7	12,8	56,7	69,5	456,4	58	30	
974,6	1,390,0	316,2	*5,117,1	9,281,3	87,8	1,143,1	1,230,9	*15,629,3			Total 5' 6" Gauge.
987,9	1,208,3	284,9	4,994,2	8,540,6	93,7	968,3	1,062,0	14,596,8			
3' 3½" GAUGE.											
27,4	38,9	2	186,9	366,1	9	35,9	30,8	589,8	72	45	Assam Bengal.
27,7	39,3	7	191,9	354,5	1,0	26,1	27,1	573,5	73	46	
104,5	76,0	Nil	482,7	606,1	8,9	64,3	73,2	1,162,0	69	45	Bengal and North Western.
98,9	67,4	Nil	481,8	589,2	14,5	52,6	67,1	1,138,1	69	40	
79,4	75,1	3,6	475,1	679,7	5	75,9	76,4	1,231,2	72	50	Bombay, Baroda and Central India.
76,8	69,6	3,1	459,6	629,0	3	77,7	78,0	1,166,6	73	49	
70,6	51,2	78,0	410,4	711,5	1,5	107,1	108,6	1,230,5	68	41	Burma.
73,6	44,2	64,7	419,8	614,4	1,4	104,8	106,2	1,140,4	68	41	

† Other hours include Assisting required, Assisting not required, Light and siding engine hours.

* Revised figures.

18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passen- ger trains.	Mixed trains.			Goods trains.			Traffic.	
			Passen- ger proportion.	Goods pro- portion.	Total.	Main Line.	Branch Line.	Total.	Shunting.	
									Passen- ger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3' 3½" Gauge—contd.										
Eastern Bengal	1929-30	129,7	61,7	19,2	80,9	118,2	9,1	127,3	42,3	173,1
	1930-31	125,3	40,3	15,5	55,8	98,8	8,5	107,3	42,9	151,9
Jodhpur	1929-30	24,6	27,1	33,5	65,6	27,7	1,5	29,2	23,4	48,4
	1930-31	23,6	28,8	41,3	70,1	26,7	1,9	28,6	26,3	49,3
Madras and Southern Mahratta	1929-30	187,8	60,2	79,1	139,3	248,8	77,8	326,6	27,4	184,7
	1930-31	184,3	62,1	86,1	148,2	208,4	67,4	275,8	24,8	168,1
Nizam's State	1929-30	68,8	3,7	2,8	6,5	*55,3	*Nil	55,3	8,1	24,4
	1930-31	65,7	5,8	3,8	9,6	50,1	Nil	50,1	8,2	24,8
Rohilkund and Kumaon	1929-30	26,9	30,5	32,3	62,8	17,1	1,0	18,1	6,8	40,1
	1930-31	38,2	28,2	28,4	56,6	28,2	1,3	29,5	7,2	43,6
South Indian	1929-30	276,6	93,6	32,7	126,3	132,5	65,3	197,8	51,8	169,1
	1930-31	308,7	69,9	20,8	90,7	118,5	61,3	179,8	46,6	153,1
Total 3' 3½" Gauge	1929-30	1,254,9	834,2	545,0	1,379,2	*1,076,8	*529,8	1,606,6	335,1	1,487,5
	1930-31	1,298,3	786,7	535,6	1,322,3	953,9	458,2	1,412,1	328,0	1,408,2
2' 6" & 2' 0" Gauges.										
Bengal Nagpur	1929-30	47,2			61,1			51,5	Total 94,0	
	1930-31	52,8			61,0			41,7	94,1	
Bombay, Baroda and Central India	1929-30	7,7			19,3			1	5,8	
	1930-31	9,7			22,4			2	5,9	
Eastern Bengal	1929-30	6,8			4,7			Nil	8	
	1930-31	6,8			6,1			Nil	6	
Great Indian Peninsula	1929-30	3,8			29,8			Nil	9,2	
	1930-31	1,8			29,2			Nil	8,7	
North-Western	1929-30	27,6			46,7			65,9	40,8	
	1930-31	26,4			49,9			67,3	38,0	
South Indian	1929-30	Nil			12,5			Nil	2,0	
	1930-31	Nil			13,5			Nil	2,2	
Total 2' 6" & 2' 0" Gauges	1929-30	93,1			174,1			117,5	152,6	
	1931-31	97,1			181,1			109,2	149,5	
Total Class I Railways	1929-30	4,423,2			*2,044,5			5,796,1	6,054,4	
	1930-31	4,355,7			1,965,4			5,262,8	5,775,6	

* Revised figures.

for the years 1929-30 and 1930-31 (In hundreds)—concl'd.

Service.			Total.		Departmental Engine hours.				Percentage of train Engine hours to Total Engine hours.		Railway.
† Other Hours.									Passenger train Engine hours to Total Pass. Engine Hours (including proportion of mixed).			Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4+10+12).	Goods and proportion of mixed. (Columns 5+9+11+13+14).	Passenger and Total mixed.	Goods.	Total.	Total Engine hours. (Columns 15+16+19).			
12	13	14	15	16	17	18	19	20	21	22	23
3' 3½" Gauge—concl'd.											
43,7	23,5	2,3	277,4	345,4	1,6	38,4	40,0	662,8	69	38	} Eastern Bengal.
43,1	22,1	3,3	251,5	300,1	1,1	37,6	38,7	590,3	66	36	
24,5	24,7	2	99,6	141,0	1,0	14,3	15,3	255,9	52	43	} Jodhpur.
23,1	25,1	1,3	101,9	145,6	6	17,7	18,3	266,8	51	39	
35,5	117,3	Nil	310,9	707,7	2,4	53,0	55,4	1,074,0	79	53	} Madras and Southern Mahratta.
39,1	99,5	Nil	310,3	629,5	1,8	37,2	39,0	978,3	79	54	
15,7	13,8	Nil	96,3	96,3	9	11,6	12,5	205,1	75	54	} Nizam's State.
14,9	13,0	Nil	94,6	91,7	6	18,4	19,0	205,3	75	49	
17,0	17,3	2	81,2	108,0	2,0	22,7	24,7	213,9	69	39	} Rohilkund and Kumaon.
20,3	13,6	4	93,9	115,5	2,6	24,7	27,3	236,7	69	41	
156,3	59,5	5,5	573,3	464,6	16,0	166,4	182,4	1,225,3	62	37	} South Indian.
174,1	52,0	5,4	599,3	411,1	18,9	183,5	202,4	1,212,8	61	34	
575,1	497,3	90,0	2,999,3	4,226,4	35,7	589,6	625,3	7,851,0			} Total 3' 3½" Gauge.
591,6	445,8	78,9	3,004,6	3,880,6	42,8	580,3	623,1	7,503,3			
2' 6" & 2' 0" Gauge.											
Total.											
25,3							13,6	292,7	*	*	} Bengal Nagpur.
24,6							13,6	287,8	*	*	
11,0							3,0	46,9	*	*	} Bombay, Baroda and Central India.
14,6							1,3	54,1	*	*	
5,9							Nil	18,2	*	*	} Eastern Bengal.
4,5							1,3	18,1	*	*	
5,2							3,2	51,2	*	*	} Great Indian Peninsula.
4,6							3,5	47,6	*	*	
36,7							13,5	231,2	*	*	} North Western.
46,5							10,2	238,3	*	*	
6,0							5	21,0	*	*	} South Indian.
8,5							Nil	24,2	*	*	
90,1							33,8	661,2			} Total 2' 6" & 2' 0" Gauge.
103,3							29,9	670,1			
3,527,1		406,2					1,590,0	**24,141,5			} Total Class I Railways.
3,336,9		363,8					1,715,0	22,775,2			

*Figures not available.

† "Other hours" include Assisting required, Assisting not required, Light and Siding engine hours.

** Revised Figures.

19.—Statement of vehicle * Miles of Class I

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
		Coaching Vehicles.	Other Vehicles.	Total.	Coaching Vehicles.	Other Vehicles.	Total.	Coaching Vehicles. (Cols. 3+6)	Other Vehicles. (Cols. 4+7)	Total.	Goods.		
											Main Lines.		
											Loaded.	Total.	Per- centage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5' 6" GAUGE.													
Bengal-Nagpur	1929-30	78,982	5,543	84,525	2,424	125	2,549	81,406	5,668	87,074	131,292	177,136	74.0
	1930-31	80,594	4,026	84,620	2,406	83	2,489	82,940	4,169	87,049	116,560	163,270	71.0
Bombay, Baroda and Central India.	1929-30	58,204	9,419	67,623	6,724	6,741	13,465	64,928	16,160	81,089	68,701	97,246	72.0
	1930-31	55,313	7,932	63,245	7,614	5,592	13,206	62,927	13,524	76,451	62,840	88,347	71.1
Eastern Bengal	1929-30	73,994	5,966	79,960	3,132	Nil	3,132	77,176	5,966	83,142	48,907	64,649	76.0
	1930-31	72,884	6,399	79,283	2,559	Nil	2,559	75,443	6,399	81,842	45,068	60,560	74.0
East Indian	1929-30	287,190	18,099	305,289	9,069	246	9,315	296,259	18,345	314,604	372,316	607,671	61.0
	1930-31	274,230	17,555	291,785	9,636	253	9,889	283,866	17,808	301,674	355,435	572,835	62.1
Great Indian Peninsula	1929-30	190,236	3,825	194,111	4,316	Nil	4,316	194,601	3,825	198,426	186,696	247,426	75.5
	1930-31	189,101	3,905	193,006	4,150	Nil	4,150	193,251	3,905	197,156	178,707	243,164	73.5
Madras and Southern Maharatta.	1929-30	57,257	741	57,998	4,107	31	4,138	61,364	772	62,136	50,485	67,802	74.0
	1930-31	56,189	793	56,982	3,731	7	3,738	59,920	800	60,720	47,197	64,972	72.6
Nizam's State	1929-30	12,674	357	13,031	285	5	290	12,959	362	13,321	17,914	25,802	69.4
	1930-31	12,556	473	13,029	724	13	737	13,280	486	13,766	18,858	26,806	70.4
North Western	1929-30	223,181	24,161	247,342	35,316	1,171	36,487	258,497	25,322	283,818	221,089	300,212	73.6
	1930-31	236,581	7,518	244,099	31,794	338	32,132	268,372	7,856	276,228	215,194	296,730	72.6
South Indian	1929-30	24,416	1,615	26,031	1,912	7	1,919	26,328	1,622	27,950	15,570	19,501	80.0
	1930-31	27,444	1,120	28,564	2,110	10	2,120	29,674	1,130	30,704	15,196	19,068	79.7
Total 5' 6" GAUGE	1929-30	1,006,184	69,716	1,075,900	62,334	8,326	70,660	1,073,518	73,042	1,151,560	81,112,970	1,605,445	69.3
	1930-31	1,004,852	49,721	1,054,573	64,721	6,296	71,017	1,069,573	56,017	1,125,590	1,055,095	1,535,752	69.3
3' 3½" GAUGE.													
Assam Bengal	1929-30	100	34	134	40,551	1,978	42,529	40,651	2,012	42,663	5,922	8,623	69.0
	1930-31	38	22	60	40,839	2,799	43,638	40,877	2,821	43,698	3,185	4,668	68.2
Bengal and North-Western	1929-30	63,030	667	63,697	25,700	187	25,887	88,730	854	89,584	37,417	47,774	78.0
	1930-31	64,514	446	64,960	25,872	248	26,120	90,386	694	91,080	39,680	51,210	77.6
Bombay, Baroda and Central India.	1929-30	70,238	5,841	76,079	25,714	3,276	28,990	95,952	9,117	105,069	50,716	71,108	71.0
	1930-31	70,815	6,183	76,998	21,739	1,549	23,288	92,554	7,732	100,286	51,189	72,266	70.8
Burma.	1929-30	25,393	24	25,417	63,882	23	63,905	89,275	47	89,322	64,680	85,510	75.6
	1930-31	25,363	37	25,400	62,710	28	62,738	88,073	65	88,138	58,217	76,501	76.1

* The figures are in terms of four-wheelers.
 † Revised figures.

Railways for the years 1929-30 and 1930-31. (In thousands.)

PROPORTION OF MIXED.									DEPARTMENTAL.			BRAKE VANS. †			Railway.
Goods.			GOODS PROPORTION OF MIXED.		TOTAL.			† Pass-enger and total mixed.	Goods.	Total.	Pass-enger and total mixed.	Goods.	Total.		
Branch lines.															
Loaded.	Total.	Per-centage loaded of total.	Loaded.	Total.	Loaded (Cols. 12 + 15 + 18).	Total (Cols. 13 + 16 + 19).	centage loaded of total.							23		24	25	26	27	28	29
15	16	17	18	19	20	21	22								
5' 6" GAUGE.															
59,252	100,561	59.0	1,973	2,476	192,517	280,173	69.0	304	5,638	5,942	1,588	8,352	9,940	Bengal Nagpur.	
51,217	91,853	56.0	1,749	2,253	169,526	257,376	66.0	400	4,220	4,620	1,590	7,809	9,399		
8,541	13,901	61.0	5,647	7,376	82,889	116,523	71.0	91	2,885	2,976	3,533	2,532	6,065	Bombay, Baroda and Central India.	
7,681	12,666	60.6	8,647	11,666	79,168	112,679	70.3	71	3,409	3,480	3,240	2,310	5,550		
3,247	4,935	66.0	911	1,617	53,065	71,201	75.0	189	7,858	8,047	1,150	1,633	2,783	Eastern Bengal.	
2,042	4,585	64.0	592	927	48,592	66,072	74.0	211	7,320	7,531	741	1,585	2,326		
46,120	71,044	65.0	1,738	2,431	420,174	631,196	62.0	3,300	24,371	28,171	4,190	15,430	19,670	East Indian.	
46,941	72,462	64.8	1,522	2,199	403,948	647,496	62.4	3,329	19,847	23,176	4,272	14,594	18,866		
37,121	55,286	67.1	1,311	1,968	225,128	304,630	73.9	150	10,244	10,394	6,307	8,418	14,725	Great Indian Pen-insula.	
36,233	55,030	65.8	1,286	1,977	216,226	300,171	72.0	212	9,587	9,799	6,067	7,987	14,044		
12,660	16,163	78.0	3,871	5,099	67,006	89,064	75.0	677	3,332	4,509	2,394	2,339	5,233	Madras and Southern Mahratta.	
14,132	18,927	74.7	1,687	2,251	63,016	86,150	73.2	915	2,743	3,658	1,834	2,728	4,562		
118	262	45.2	720	1,329	18,752	27,393	68.5	327	3,392	919	395	786	1,181	Nizam's State.	
138	294	46.9	1,011	1,687	20,007	28,787	69.5	34	1,533	1,567	354	821	1,175		
32,354	43,986	74.7	12,945	16,703	266,838	360,901	74.0	755	15,351	16,606	21,427	8,635	30,062	North Western.	
31,131	42,490	73.3	10,672	13,609	256,997	352,329	72.8	1,065	13,274	14,339	16,659	8,387	25,046		
1,337	1,654	81.0	1,395	1,737	18,302	22,942	80.0	23	3,262	3,285	522	1,036	1,558	South Indian.	
2,166	2,710	79.9	1,671	2,113	19,033	23,891	79.7	18	2,965	2,983	526	1,314	1,840		
3201,240	3307,792	965.4	30,511	40,836	1,344,721	1,954,073	68.8	55,516	375,333	80,849	41,606	49,711	91,217	Total 5' 6" GAUGE.	
192,581	301,017	64.0	28,837	38,682	1,276,513	1,875,451	68.1	6,255	64,898	71,153	35,273	47,535	82,808		
2' 3 3/4" GAUGE.															
2,957	4,458	66.0	28,255	37,545	37,134	50,626	73.0	131	4,254	4,335	Nil	491	491	Assam Bengal.	
3,147	4,297	73.2	30,826	42,159	37,158	51,124	72.7	130	4,170	4,300	523	590	1,113		
13,335	24,378	75.0	12,933	16,573	68,690	88,725	77.0	144	4,327	4,971	8,646	1,929	10,575	Bengal and North-Western.	
17,121	22,681	75.0	12,579	16,345	69,390	90,236	77.0	121	4,720	4,841	8,415	1,901	10,316		
48,371	68,070	71.0	16,769	22,353	115,856	161,536	72.0	46	5,892	5,938	4,755	3,835	8,590	Bombay, Baroda and Central India.	
45,958	67,474	68.1	11,440	16,547	108,537	156,287	69.4	34	4,871	4,905	3,753	3,736	7,468		
10,966	15,491	70.8	15,673	19,232	91,324	120,233	75.9	151	13,807	13,958	Nil	3,336	3,336	Burma.	
8,249	11,325	72.8	17,300	21,322	83,766	109,148	76.8	140	11,968	12,108	7	3,216	3,223		

† Including Departmental.
§ Revised figures.

19.—Statement of vehicle *Miles of Class I

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
		Coaching Vehicles.	Other Vehicles.	Total.	Coaching Vehicles.	Other Vehicles.	Total.	Coaching Vehicles. (Cols. 3+6).	Other Vehicles. (Cols. 4+7).	Total.	Goods.		
											Main Lines.		
											Loaded.	Total.	Per- centage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3' 3½" GAUGE—concd.													
Eastern Bengal	1929-30	43,011	1,197	44,208	15,239	Nil	15,239	53,250	1,197	54,447	35,554	53,229	67.0
	1930-31	44,493	1,382	45,875	10,485	Nil	10,485	54,978	1,382	56,360	32,774	48,437	68.0
Jodhpur	1929-30	8,746	650	9,396	8,994	133	9,127	17,740	783	18,523	10,969	16,304	67.0
	1930-31	8,954	160	9,114	9,664	215	9,879	18,618	375	18,993	10,915	16,605	65.7
Madras and Southern Maharatta.	1929-30	46,686	729	47,415	14,538	122	14,710	61,274	851	62,125	57,576	77,734	74.0
	1930-31	45,487	678	46,165	14,617	24	14,641	60,104	702	60,806	50,989	67,846	75.2
Nizam's State	1929-30	12,748	595	13,343	497	4	501	13,245	599	13,844	§12,783	§16,880	§75.7
	1930-31	13,015	650	13,665	800	6	806	13,815	656	14,471	13,542	17,654	76.7
Rohilkund and Kumaon	1929-30	6,542	124	6,666	9,295	70	9,365	15,837	194	16,031	3,615	5,539	65.0
	1930-31	8,928	141	9,069	7,147	41	7,188	16,075	182	16,257	5,887	8,742	67.0
South Indian	1929-30	80,089	504	80,593	21,279	141	21,420	101,368	645	102,013	38,565	52,950	73.0
	1930-31	87,697	526	88,223	14,713	77	14,790	102,410	603	103,013	36,398	49,807	73.1
Total 3' 3½" GAUGE	1929-30	356,583	10,365	366,948	225,739	5,934	231,673	582,322	16,299	598,621	§318,097	§435,701	§73.0
	1930-31	369,304	10,225	379,529	208,586	4,987	213,573	577,890	15,212	593,102	302,776	413,736	73.1
2' 6" & 2' 0" GAUGES.													
				Total.			Total.			Total.	Total— Main and Branch.		
											Loaded.	Total.	Per- centage loaded of Total.
Bengal Nagpur	1929-30			11,001			12,076			23,077	7,521	11,755	64.0
	1930-31			12,081			11,031			23,112	6,699	10,467	64.0
Bombay, Baroda and Central India.	1929-30			583			2,091			2,674	9	11	85.0
	1930-31			1,001			2,268			3,269	23	27	85.2
Eastern Bengal	1929-30			558			445			1,003	Nil	Nil	Nil
	1930-31			582			531			1,113	Nil	Nil	Nil
Great Indian Peninsula	1929-30			390			3,795			4,185	Nil	Nil	Nil
	1930-31			154			3,575			3,729	1	2	63.2
North-Western	1929-30			3,208			5,496			8,704	3,896	6,282	62.0
	1930-31			2,993			5,997			8,990	3,886	6,379	60.9
South Indian	1929-30			Nil			2,107			2,107	Nil	Nil	Nil
	1930-31			Nil			2,163			2,163	Nil	Nil	Nil
Total	1929-30			15,740			26,010			41,750	11,426	18,048	63.3
	1930-31			16,811			25,565			42,376	10,609	16,875	62.9
Total Class I Railways	1929-30			1,458,588			333,343			1,791,931	1,751,218	2,516,037	69.6
	1930-31			1,450,913			310,155			1,761,068	1,660,653	2,408,185	68.9

* The figures are in terms of four-wheelers.
 § Revised figures.

Railways for the years 1929-30 and 1930-31 (In thousands)—concl.

PROPORTION OF MIXED.									DEPARTMENTAL.			BRAKE VANS.†			Railway.
Goods.			GOODS PROPORTION OF MIXED.		TOTAL.			†Pas-senger and total mixed.	Goods.	Total.	Pas-senger and total mixed.	Goods.	Total.		
Branch lines.															
Loaded.	Total.	Per-centage loaded of total.	Loaded.	Total.	Loaded (Cols. 12 + 15 + 18).	Total (Cols. 13 + 16 + 19).	Per-centage loaded of total.	23	24	25	26	27	28	29	
15	16	17	18	19	20	21	22								
1,468	2,323	63.0	3,127	4,723	40,449	60,275	67.0	66	3,167	3,233	2,211	1,264	3,475	} Eastern Bengal.	
1,588	2,469	64.0	2,698	4,069	37,060	54,975	67.0	102	2,889	2,991	1,611	1,158	2,769		
205	365	56.0	10,139	13,191	21,313	29,860	71.0	97	3,054	3,151	951	418	1,369	} Jodhpur.	
242	469	51.6	10,707	14,311	21,864	31,385	69.7	68	1,652	1,720	1,084	380	1,464		
12,092	16,965	71.0	13,662	19,131	83,330	113,330	73.0	107	4,613	4,720	3,725	6,683	10,408	} Madras and Southern Mahratta.	
10,109	14,763	68.5	14,619	20,270	75,717	102,879	73.8	98	3,479	3,577	3,901	5,696	9,597		
§4	§7	§64.0	414	516	13,201	17,403	§75.9	88	750	838	242	389	1,331	} Nizam's State.	
Nil	Nil	Nil	505	700	14,047	18,354	76.5	60	1,336	1,396	307	1,009	1,816		
191	368	52.0	7,131	10,002	10,937	15,959	69.0	62	2,543	2,605	1,541	310	1,851	} Rohilkund and Kumaon.	
175	322	54.0	5,194	7,363	11,256	16,427	69.0	76	2,808	2,884	1,663	362	2,025		
12,896	16,626	78.0	6,525	8,945	57,986	78,521	74.0	126	13,710	13,836	802	3,907	4,709	} South Indian.	
13,001	17,005	76.5	3,692	5,206	53,091	72,018	73.7	113	14,089	14,202	449	3,728	4,177		
§107,435	§149,051	§72.1	114,633	152,266	640,220	737,018	73.3	1,018	56,617	57,635	22,873	23,562	46,435	} Total 3' 3½" GAUGE.	
99,590	140,805	78.5	109,560	148,292	511,926	702,833	72.8	942	51,982	52,924	21,713	21,756	43,469		
									Total.			Total.			} 2' 6" & 2' 0" GAUGES.
															} Bengal Nagpur.
															} Bombay, Baroda and Central India.
															} Eastern Bengal.
															} Great Indian Peninsula.
															} North Western.
															} South Indian.
															} Total 2' 6" and 2' 0" GAUGES.
															} Total Class I Railways.

† Including departmental.
§ Revised figures.

20.—Statement of speed of Goods Trains† of Class I Railways for the years 1929-30 and 1930-31.

Railway.	Average speed of Goods Trains.											
	Through Goods Trains.						All Goods Trains.					
	Train miles per Train Engine hour.						Train miles per Train Engine hour.					
	Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.
Year.	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal Nagpur	10.8	11.9	11.4	12.0	11.0	11.9	9.86	10.5	9.67	10.1	9.79	10.4
Bombay, Baroda and Central India	11.4	11.7	10.9	10.3	11.2	11.4	10.5	10.7	9.88	10.3	10.4	10.6
Eastern Bengal	11.8	12.1	8.13	8.25	11.5	11.8	9.47	9.69	6.63	6.52	9.14	9.32
East Indian	11.2	11.4	8.83	8.98	11.0	11.2	10.3	10.4	8.05	8.51	9.89	10.0
Great Indian Peninsula { Steam	12.9	12.9	12.3	12.5	12.7	12.8	11.3	11.4	10.2	10.5	11.0	11.1
{ Electric†.	15.2	15.7	Nil	Nil	15.2	15.7	12.5	13.0	Nil	Nil	12.5	13.0
Madras and Southern Mahratta	11.9	13.0	11.3	12.7	11.8	13.0	10.2	10.8	9.84	10.7	10.1	10.8
Nizam's State	9.26	9.36	10.2	11.9	9.27	9.39	8.56	8.84	10.2	11.9	8.67	8.86
North Western	13.4	14.1	Nil	Nil	13.4	14.1	10.3	10.7	9.42	9.81	10.1	10.6
South Indian	Nil	Nil	Nil	Nil	Nil	Nil	10.5	10.6	8.37	9.02	10.3	10.4
Average for 5' 6" gauge { Steam	*	*	*	*	*	*	10.4	10.6	9.59	10.1	10.3	10.5
{ Electric†.	15.2	15.7	Nil	Nil	15.2	15.7	12.5	13.0	Nil	Nil	12.5	13.0
3' 3½" GAUGE.												
Assam Bengal	9.72	10.3	9.67	10.7	9.70	10.5	9.64	10.3	9.49	10.3	9.57	10.3
Bengal & North Western	10.0	10.6	8.87	6.93	9.75	9.61	8.76	9.73	7.16	8.70	8.09	9.32
Bombay, Baroda and Central India	13.1	12.8	12.0	12.1	12.6	12.5	11.7	11.9	10.5	10.8	11.0	11.3
Burma	9.64	10.8	10.1	11.0	9.83	10.9	9.54	10.3	10.1	11.0	9.73	10.5
Eastern Bengal	10.9	12.2	9.79	11.3	10.9	12.2	9.15	10.0	8.80	9.51	9.12	9.98
Jodhpur	10.7	15.6	10.7	9.28	10.7	14.9	10.8	11.0	10.7	11.0	10.7	11.0
Madras & Southern Mahratta	9.74	10.1	9.97	10.3	9.78	10.2	9.60	10.1	9.83	10.1	9.66	10.1
Nizam's State	8.48	9.49	Nil	Nil	8.48	9.49	8.84	8.72	Nil	Nil	7.84	8.72
Rohilkund and Kumaon	9.51	8.88	9.07	5.80	9.70	8.90	9.51	8.88	9.07	5.80	9.70	8.90
South Indian	Nil	12.8	Nil	14.6	Nil	12.8	9.83	9.45	8.92	9.29	9.53	9.39
Average for 3' 3½" gauge	*	*	*	*	*	*	9.96	10.3	9.64	10.2	9.86	10.3
							All Goods Trains.					
2' 6" AND 2' 0" GAUGES.							1929-30.	1930-31.				
Bengal Nagpur							9.42	9.66				
Bombay, Baroda and Central India							9.16	10.7				
Eastern Bengal							Nil	Nil				
Great Indian Peninsula							Nil	9.43				
North Western							7.90	7.65				
South Indian							Nil	Nil				
Average for 2' 6" & 2' 0" gauges							8.66	8.50				

*Information not available.

†Other than Electric multiple unit suburban trains.
Revised figures.

† Excluding Departmental.

21.—Statement of Shunting and Light Running on Class I Railways for the years 1929-30 and 1930-31.

Railway.	* Passenger and proportion of mixed.						* Goods and proportion of mixed.					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required miles per 100 train miles.	
	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.
Year.	2	3	4	5	6	7	8	9	10	11	12	13
1												
5' 6" GAUGE.												
Bengal Nagpur	9.24	8.53	1.22	1.48	1.39	1.58	48.0	48.1	10.4	9.59	10.9	10.0
Bombay, Baroda and Central India	5.84	4.63	4.31	3.70	4.40	3.75	34.7	33.1	3.82	3.15	3.85	3.24
Eastern Bengal	7.19	8.01	0.31	0.65	0.31	0.65	82.7	80.7	4.55	4.84	5.26	5.93
East Indian	4.46	4.32	2.55	2.57	3.29	3.28	34.5	34.8	7.98	8.05	9.31	9.25
Great Indian Peninsula	3.02	3.12	1.46	1.35	2.10	1.75	32.0	32.1	4.73	3.98	5.65	4.51
Madras and Southern Mahratta	3.46	3.30	2.84	2.49	2.87	2.55	39.5	40.6	5.73	4.97	6.20	5.42
Nizam's State	3.10	2.32	1.74	2.00	1.94	2.08	32.2	34.7	9.98	10.4	10.2	10.5
North Western	6.75	7.20	1.35	1.48	2.11	2.21	31.7	31.5	8.06	7.92	8.82	8.58
South Indian	4.04	4.29	0.61	0.85	0.71	0.86	47.4	46.3	5.95	6.23	8.88	7.69
Average for 5' 6" gauge	15.23	5.31	1.85	1.85	12.36	2.29	137.7	37.5	7.35	7.62	8.24	7.77
3' 3½" GAUGE.												
Assam Bengal	9.10	7.40	1.29	0.91	1.38	1.18	35.0	35.0	2.51	2.02	2.81	2.60
Bengal and North Western	3.70	3.81	0.69	0.72	1.03	1.05	47.0	49.3	1.50	1.53	2.47	2.84
Bombay, Baroda and Central India	4.65	4.37	1.13	0.99	2.09	1.65	25.0	25.5	1.83	1.90	4.08	4.27
Barma	7.10	6.92	0.59	0.65	0.60	0.65	29.7	30.8	3.82	5.30	3.94	5.55
Eastern Bengal	7.35	8.23	0.24	0.44	0.26	0.45	61.4	59.9	0.87	0.65	0.73	0.75
Jodhpur	14.0	15.4	0.53	0.63	0.87	0.65	29.0	28.2	1.04	0.49	1.09	0.52
Madras and Southern Mahratta	3.66	3.29	0.66	0.76	1.03	1.40	22.6	22.1	3.70	2.69	7.77	7.29
Nizam's State	3.18	3.27	3.34	3.70	3.36	3.78	26.2	25.8	8.70	10.4	8.91	10.5
Rohilkund and Kumaon	3.72	3.73	1.16	1.38	2.36	2.84	32.1	32.9	1.63	1.50	3.48	2.39
South Indian	4.54	3.86	0.50	0.53	1.14	1.06	35.0	37.0	1.31	1.39	1.94	2.48
Average for 3' 3½" gauge	5.25	5.10	0.82	0.85	1.25	1.25	32.7	33.2	2.46	2.54	3.95	4.21
† Other engine miles per 100 train miles.												
2' 6" and 2' 0" gauges.												
Year.				1929-30.		1930-31.						
Bengal Nagpur				28.0		27.6						
Bombay, Baroda and Central India				11.0		10.2						
Eastern Bengal				3.49		6.60						
Great Indian Peninsula				10.1		10.5						
North Western				24.8		27.1						
South Indian				5.79		6.15						
Average for 2' 6" and 2' 0" gauges				22.2		22.6						

* Excluding Departmental.
† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not Departmental.
‡ Revised figures.

22.—Statement of Engine Usage of Class I

Railway.	Year.	AVERAGE NUMBER OF ENGINES.				ACTUAL NUMBER IN GOOD REPAIR STORED.		AVERAGE NUMBER IN		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maxi- mum in any one month.	Mini- mum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
5' 6" GAUGE.										
Bengal Nagpur	1929-30	769	698	49	549	Nil	Nil	104	12	253
	1930-31	762	702	160	542	Nil	Nil	109	14	236
Bombay, Baroda and Central India.	1929-30	416	378	69	269	Nil	Nil	87	21	67
	1930-31	385	379	85	263	Nil	Nil	82	23	61
Eastern Bengal	1929-30	340	327	46	266	25	1	108	9	46
	1930-31	340	329	52	262	20	1	112	8	44
East Indian	1929-30	1,639	1,585	249	1,326	40	Nil	325	26	477
	1930-31	1,592	1,615	262	1,341	82	Nil	333	25	454
Great Indian Peninsula.	1929-30	1,103	1,101	193	908	62	14	202	22	246
	1930-31	†1,046	†1,036	200	†836	123	7	183	20	195
	1929-30	61	31	6	25	Nil	Nil	6	Nil	16
	1930-31	65	57	6	51	Nil	Nil	16	Nil	31
Madras and Southern Mahratta.	1929-30	301	297	77	220	Nil	Nil	78	15	60
	1930-31	301	311	75	236	Nil	Nil	84	13	58
Nizam's State	1929-30	84	70	15	55	Nil	Nil	18	2	22
	1930-31	84	79	17	62	Nil	Nil	18	3	23
North Western	1929-30	1,409	1,284	301	983	9	2	312	87	298
	1930-31	1,389	1,265	234	1,031	27	Nil	308	73	296
South Indian	1929-30	149	148	23	125	6	2	45	11	27
	1930-31	149	151	27	124	2	Nil	49	11	25
Total 5' 6" GAUGE	1929-30	6,210	5,888	1,122	4,701	142	19	1,279	205	1,496
	1930-31	6,048	5,867	1,112	4,697	254	8	1,278	190	1,392
	1929-30	61	31	6	25	Nil	Nil	6	Nil	16
	1930-31	65	57	6	51	Nil	Nil	16	Nil	31
3' 3½" GAUGE.										
Assam Bengal	1929-30	199	188	37	151	Nil	Nil	1	86	19
	1930-31	199	200	42	158	Nil	Nil	Nil	92	16
Bengal and North Western . .	1929-30	329	354	44	310	Nil	Nil	86	69	64
	1930-31	343	366	41	325	Nil	Nil	91	63	65
Bombay, Baroda and Central India.	1929-30	513	507	80	427	4	Nil	107	70	100
	1930-31	513	500	83	417	11	Nil	108	64	100

* Excluding Electric Multiple Unit Suburban Trains.

† Includes 8 engines used exclusively by Mechanical Department.

Railways for the years 1929-30 and 1930-31.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILE PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Depart-mental service.	Shunt-ing includ-ing siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) Locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													5' 6" GAUGE.
34	39	492	57	519	144	94	91	106	75	15,512	21,994	11·6	B. N.
27	78	464	78	504	141	100	88	104	69	13,598	22,222	10·5	
14	47	236	33	253	145	120	96	110	68	14,553	20,620	8·80	B., B. & C. I.
14	44	224	39	235	139	123	96	108	64	12,918	22,45	8·38	
13	52	228	28	252	122	97	91	107	75	10,301	14,073	9·35	E. B.
10	52	226	26	240	116	87	91	103	71	10,030	15,326	9·34	
80	254	1,162	148	1,274	137	92	87	97	71	16,603	22,244	9·15	E. I.
73	257	1,142	171	1,244	137	95	86	96	68	15,966	24,147	8·60	
29	108	607	267	717	177	68	89	116	64	9,605	18,786	7·05	Steam.
†30	103	†531	248	677	175	76	100	121	62	9,424	20,144	6·76	
N4	N4	22	3	34	257	N4	64	120	85	18,880	†27,236	8·75	Elec.*
N11	N11	47	4	61	264	N11	64	134	111	19,605	23,761	8·79	
16	31	199	21	222	142	103	89	112	75	11,609	19,680	10·4	M. & S. M.
11	31	197	39	213	135	100	96	109	69	11,355	19,722	9·04	
2	6	50	5	59	169	119	96	125	90	16,655	23,061	12·0	N. S.
4	6	54	8	68	165	145	98	124	85	15,928	22,996	12·0	
44	150	891	87	937	138	110	81	102	71	10,635	16,998	8·69	N. W.
41	158	876	137	914	132	116	79	98	68	11,631	18,286	7·74	
14	11	108	16	125	124	75	85	101	73	6,416	11,296	9·60	S. I.
14	11	110	14	120	125	86	89	104	76	6,494	11,574	9·94	
245	748	3,973	662	..	144	101	88	105	71	13,138	19,980		Steam.
224	740	3,824	760	..	139	105	88	116	68	12,868	21,213		
N4	N4	22	3	34	257	N4	64	120	85	18,880	27,237		Elec.*
N11	N11	47	4	61	264	N11	64	134	111	19,605	23,761		
													Total 5' 6" gauge.
													3' 3½" GAUGE.
9	19	134	17	149	118	104	89	100	72	5,600	8,634	10·7	A. B.
7	22	137	21	144	155	100	88	95	65	5,454	8,515	9·94	
23	36	278	306	286	115	103	81	97	78	6,321	9,034	10·0	B. & N. W.
25	36	280	45	306	114	109	81	96	76	6,901	10,301	9·59	
18	51	346	79	360	116	87	102	97	86	7,454	12,062	7·90	B., B. & C. I.
18	50	340	72	353	111	72	100	93	64	7,537	11,850	7·66	

* Revised figure.

22.—Statement of Engine Usage of Class I

Railway.	Year.	AVERAGE NUMBER OF ENGINES.				ACTUAL NUMBER IN GOOD REPAIR STORED.		AVERAGE NUMBER IN		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3' 3½" GAUGE—conold.										
Burma	1929-30	427	397	39	358	Nil	Nil	24	101	39
	1930-31	429	429	49	380	Nil	Nil	24	109	83
Eastern Bengal	1929-30	230	221	35	177	19	1	40	27	41
	1930-31	229	222	30	182	37	5	43	21	37
Jodhpur	1929-30	104	108	16	92	Nil	Nil	10	25	8
	1930-31	105	108	15	93	Nil	Nil	10	26	8
Madras and Southern Mahratta.	1929-30	341	354	66	253	Nil	Nil	51	44	98
	1930-31	343	358	60	298	Nil	Nil	59	47	94
Nizam's State	1929-30	87	80	27	53	Nil	Nil	21	2	14
	1930-31	88	89	23	66	Nil	Nil	22	3	13
Rohilkund and Kumaon	1929-30	75	75	10	65	Nil	Nil	10	28	11
	1930-31	75	78	8	70	Nil	Nil	14	24	8
South Indian	1929-30	413	401	79	322	3	1	115	50	70
	1930-31	421	418	81	337	9	Nil	130	39	65
Total 3' 3½" Gauge.	1929-30	2,713	2,635	433	2,243	26	2	465	502	514
	1930-31	2,745	2,768	432	2,326	57	5	501	483	489
2' 6" AND 2' 0" GAUGES.										
Bengal Nagpur	1929-30	136	114	21	93	Nil	Nil	15	23	17
	1930-31	136	116	22	94	Nil	Nil	17	26	15
Bombay, Baroda and Central India.	1929-30	25	22	2	17	Nil	Nil	3	10	Nil
	1930-31	25	24	4	19	Nil	Nil	4	12	Nil
Eastern Bengal	1929-30	11	9	1	7	1	Nil	3	2	Nil
	1930-31	10	9	Nil	8	1	1	3	3	Nil
Great Indian Peninsula	1929-30	19	19	3	16	Nil	Nil	2	10	Nil
	1930-31	19	19	3	16	1	Nil	1	10	Nil
North Western	1929-30	100	98	21	77	1	1	11	12	26
	1930-31	100	98	19	79	1	Nil	10	14	27
South Indian	1929-30	11	11	2	8	2	1	Nil	6	Nil
	1930-31	11	11	3	8	Nil	Nil	Nil	7	Nil
Total 2' 6" and 2' 0" Gauges	1929-30	302	273	50	218	4	2	34	63	43
	1930-31	301	277	51	224	3	1	35	72	42

Railways for the years 1929-30 and 1930-31—concl'd.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILE PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on the line.	Per (goods) locomotive day on the line.	Per (goods) locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3' 3½" GAUGE—concl'd.
20	53	287	72	317	139	110	92	106	77	8,536	13,356	9.41	Burma.
22	48	286	94	317	138	108	83	103	68	7,061	12,111	8.23	
10	30	148	20	169	148	107	80	106	72	5,828	8,326	10.3	E. B.
11	29	141	22	163	136	102	82	101	65	6,455	9,576	8.89	
5	9	57	35	69	130	103	123	103	55	4,856	10,861	7.62	Jodhpur.
5	7	56	37	68	131	108	114	108	57	5,250	11,726	7.87	
15	32	240	48	267	166	109	104	114	77	5,883	9,458	10.2	M. & S. M.
11	31	242	56	267	143	109	94	106	72	5,519	8,668	9.00	
2	6	45	8	56	169	109	102	128	71	7,641	13,596	11.0	N. S.
4	7	49	17	63	153	107	108	118	65	7,899	14,171	9.00	
4	8	61	4	Nil	129	80	97	87	73	5,350	7,223	9.03	R. & K.
4	8	58	12	Nil	136	89	99	99	76	5,695	8,350	9.26	
41	24	306	22	325	109	99	90	98	73	4,695	8,600	10.4	S. I.
45	20	299	33	334	110	94	89	98	70	4,316	8,760	9.84	
147	268	1,896	337	..	126	102	94	102	73	6,460	8,873		Total 3' 3½" Gauge.
152	258	1,888	409	..	121	100	91	99	61	6,199	8,550		
													2' 6" & 2' 0" GAUGES.
4	11	70	23	81	117	87	88	94	57	2,146	3,495	8.62	B. N.
3	11	72	22	80	113	80	84	92	57	2,023	3,551	8.39	
1	Nil	14	3	17	101	68	Nil	75	48	2,920	2,920	7.56	B., B. & C. I.
Nil	Nil	16	3	18	90	66	Nil	74	49	2,507	2,507	7.80	
Nil	Nil	5	2	7	55	58	Nil	56	34	262	401	7.11	E. B.
Nil	Nil	6	2	8	56	55	Nil	56	36	172	560	6.26	
1	1	14	2	16	72	113	Nil	103	76	3,649	4,257	8.78	G. I. P.
1	1	13	3	16	61	110	Nil	103	71	2,962	4,739	8.16	
3	9	61	15	75	76	123	63	78	49	893	1,502	8.23	N. W.
3	9	63	16	75	82	116	65	77	50	1,003	1,674	8.26	
Nil	Nil	6	2	8	Nil	83	Nil	83	45	1,628	3,181	7.18	S. I.
Nil	Nil	7	1	8	Nil	76	Nil	76	47	1,608	2,608	8.29	
9	21	170	47	..	94	94	73	86	54	1,635	*5,215		TOTAL 2' 6" AND 2' 0" GAUGES.
7	21	177	47	..	91	88	72	79	53	1,621	2,670		

* Revised figure.

23.—Statement of Loads of Trains of Class I Railways for the years 1929-30 and 1930-31.

AVERAGE LOAD PER TRAIN.†													
Railway.	Year.	PAS- SENGER TRAINS.	PASSEN- GER INCLUD- ING PRO- PORTION OF MIXED.	GOODS TRAINS.						GOODS AND PROPORTION OF MIXED.			
				‡Main lines.			‡Branch lines.			Main and Branch lines.			
				‡ No. of vehicles.	Gross weight includ- ing weight of engine.	Loaded wagons.	Total.	Per- cen- tage loaded of total.	Loaded wagons.	Total.	Per- cen- tage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13	
5' 6" GAUGE.													
Bengal Nagpur .	1929-30	16.0	Tons. 379.0	31.0	42.0	74.0	25.0	42.0	59.8	Tons. 433.0	Tons. 926.0	Tons. 814.0	
	1930-31	15.0	381.0	30.0	42.0	71.0	23.0	41.0	56.0	398.0	890.0	779.0	
Bombay, Baroda Central India. and	1929-30	17.0	362.7	36.0	50.0	72.0	26.0	42.0	61.0	363.0	894.0	792.0	
	1930-31	17.4	376.9	36.0	50.0	71.0	25.0	42.0	60.0	346.0	881.0	761.0	
Eastern Bengal .	1929-30	17.0	373.0	38.0	50.0	76.0	27.0	41.0	66.0	354.0	880.0	792.0	
	1930-31	17.0	366.0	37.0	49.0	74.0	27.0	42.0	64.0	355.0	881.0	790.0	
East Indian .	1929-30	19.4	435.0	32.0	53.0	60.0	24.0	36.0	67.0	460.0	1,025.0	922.0	
	1930-31	18.1	408.0	33.1	53.4	62.0	23.5	36.2	64.9	470.0	1,043.0	940.0	
Great Indian Peninsula {	Steam	1929-30	14.6	*374.0	*32.0	*43.8	75.0	*20.6	*30.7	*67.1	*328.0	*812.0	706.0
		1930-31	14.7	387.0	32.8	45.2	72.6	20.1	30.5	65.8	318.0	805.0	700.0
	** Electric	1929-30	17.3	*453.0	*42.3	*51.4	*82.4	Nil	Nil	Nil	*487.0	*1,103.0	*977.0
		1930-31	17.2	472.0	40.2	50.2	79.9	Nil	Nil	Nil	449.0	1,068.0	933.0
Madras and Southern Mahratta.	1929-30	14.9	393.9	35.0	48.0	74.0	27.0	35.0	78.0	313.0	833.0	717.0	
	1930-31	14.1	385.0	36.2	49.8	72.6	28.7	38.4	74.7	326.0	875.0	756.0	
Nizam's State .	1929-30	12.0	318.0	*26.6	*38.3	*69.4	*20.6	*45.7	*45.1	334.0	769.0	664.0	
	1930-31	12.0	326.0	27.3	38.8	70.4	20.5	43.8	46.9	326.0	771.0	662.0	
North Western .	1929-30	16.2	389.6	35.3	47.9	73.6	23.6	31.5	74.7	328.6	810.2	701.8	
	1930-31	17.0	399.0	35.5	49.0	72.5	23.1	31.5	73.2	347.0	856.0	752.0	
South Indian .	1929-30	13.0	*312.0	*24.1	*30.2	*79.8	*24.9	*30.8	*30.9	217.0	584.0	491.0	
	1930-31	13.0	323.0	25.4	31.8	79.7	26.6	33.3	79.9	210.0	596.0	501.0	
Average for 5' 6" gauge {	Steam	1929-30	*16.5	390.1	33.5	48.3	69.3	23.5	*36.1	*65.4	335.8	905.7	793.0
		1930-31	16.7	390.5	34.1	49.7	68.7	22.9	35.8	64.0	384.5	914.2	801.4
	** Electric	1929-30	17.3	453.4	*42.3	*51.4	*82.4	Nil	Nil	Nil	*487.0	*1,103.0	*977.0
		1930-31	17.2	472.0	40.2	50.2	79.9	Nil	Nil	Nil	449.0	1,068.0	933.0
3' 3½" GAUGE.													
Assam Bengal .	1929-30	14.8	293.0	22.0	31.0	71.0	11.0	17.0	65.0	121.0	322.0	261.0	
	1930-31	22.1	307.0	19.0	28.0	67.9	12.0	17.0	70.6	125.0	305.0	277.0	
Bengal and North Western.	1929-30	18.0	223.6	34.0	43.0	78.0	28.0	37.0	75.0	150.0	374.0	327.0	
	1930-31	18.0	386.0	36.0	46.0	78.2	27.0	35.0	77.1	173.0	386.0	337.0	
Bombay, Baroda and Central India.	1929-30	19.5	224.7	32.0	45.0	71.0	26.0	36.0	71.0	173.0	398.0	346.0	
	1930-31	19.0	224.0	32.0	45.0	71.0	26.0	36.0	68.0	180.0	417.0	363.0	

*Revised figures.

†Excluding departmental trains.

** Excluding Electric multiple unit suburban trains.

‡In terms of four-wheelers.

23.—Statement of Loads of Trains of Class I Railways for the years 1929-30 and 1930-31—concl'd.

Railway.	Year.	AVERAGE LOAD PER TRAIN.†											
		PAS- SENGER TRAINS.	PASSEN- GER. INCLUD- ING PRO- PORTION OF MIXED.	GOODS TRAINS.						GOODS AND PROPORTION OF MIXED.			
				‡Main lines.			‡Branch lines.			Main and Branch lines.			
				‡ No. of vehicles.	Gross weight includ- ing weight of engine.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13	
3'3½" GAUGE—concl'd.													
Burma	1929-30	20.9	Tons. 239.2	34.0	45.0	75.6	12.0	17.0	70.8	Tons. 204.0	Tons. 433.0	Tons. 364.0	
	1930-31	21.3	240.0	35.0	46.0	76.1	13.0	18.0	72.8	197.0	436.0	361.0	
Eastern Bengal	1929-30	21.0	352.0	33.0	49.0	67.0	18.0	29.0	63.0	174.0	446.0	395.0	
	1930-31	22.0	267.0	33.0	49.0	68.0	20.0	31.0	64.0	178.0	461.0	410.0	
Jodhpur	1929-30	22.0	281.0	36.0	54.0	67.0	13.0	23.0	58.0	136.0	360.0	303.0	
	1930-31	20.0	283.0	37.0	56.0	66.0	11.0	22.0	50.0	140.0	364.0	305.0	
Madras and Southern Mahratta.	1929-30	15.5	225.7	24.0	32.0	74.0	16.0	22.0	71.0	127.0	343.0	278.0	
	1930-31	14.9	224.0	24.3	32.3	75.2	14.9	21.7	68.5	124.0	343.0	278.0	
Nizam's State	1929-30	10.8	177.0	*29.5	*38.9	*75.7	*15.3	*23.9	*64.0	205.0	474.0	409.0	
	1930-31	11.6	189.0	31.0	40.4	76.7	Nil	Nil	Nil	215.0	517.0	441.0	
Rohilkund and Kumaon	1929-30	13.8	220.3	22.0	33.0	66.7	14.0	23.0	50.0	136.0	322.0	270.0	
	1930-31	13.4	198.0	23.0	33.0	70.0	13.0	23.0	57.0	128.0	310.0	259.0	
South Indian	1929-30	18.0	*216.0	28.0	*38.5	*73.8	*21.2	*25.7	77.6	134.0	364.0	302.0	
	1930-31	17.3	210.0	30.6	41.9	73.1	21.7	28.4	76.5	142.0	389.0	327.0	
Average for 3' 3½" gauge.	1929-30	17.4	231.2	29.9	40.9	73.1	20.9	28.9	*72.1	156.8	383.3	323.0	
	1930-31	17.2	229.8	30.8	43.1	73.2	21.2	30.0	70.7	150.4	393.9	331.5	
2' 6" AND 2' 0" GAUGES.													
Bengal Nagpur	1929-30									68.0	213.0	162.0	
	1930-31									67.0	215.0	163.0	
Bombay, Baroda and Central India.	1929-30									45.0	132.0	99.0	
	1930-31									39.0	123.0	95.0	
Eastern Bengal	1929-30									7.56	58.2	44.7	
	1930-31									11.0	56.0	43.0	
Great Indian Peninsula	1929-30									*50.0	*157.0	*110.0	
	1930-31									48.0	156.0	108.0	
North Western	1929-30									31.8	132.0	82.8	
	1930-31									33.0	141.0	88.0	
South Indian	1929-30									40.0	134.0	93.0	
	1930-31									37.0	129.0	89.0	
Average for 2' 6" and 2' 0" gauges.	1929-30									49.3	168.9	119.3	
	1930-31									48.1	170.0	119.0	

*Revised figures.

†Excluding departmental trains.

‡In terms of four-wheelers.

24—Statement* of vehicles and wagons and their usage on Class I Railways for the years 1929-30 and 1930-31.

Railway.	Year.	COACHING STOCK.							GOODS STOCK.				AVERAGE STARTING WAGON LOAD (IN TONS).†			AVERAGE WAGON LOAD DURING THE YEAR (IN TONS).‡	Wagon miles per wagon day.‡	Net ton miles per wagon day.‡
		†AVERAGE AUTHORISED STOCK.		AVERAGE NUMBER ON LINE.				Average authorised stock†	AVERAGE NUMBER OF WAGONS OWNED.		Average number of wagons on line daily pooled and non-pooled.‡	Coal and coke.	Heavy merchandise.	Light merchandise.				
		Passenger carriages.	Other coaching vehicles.	Passenger Carriages.		Other Coaching Vehicles.			In units.	In terms of 4-wheelers.								
				In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.			All Traffic.								
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5' 6" GAUGE.																		
Bengal Nagpur	1929-30	924	329	302	1,439	196	242	133.0	22,368	22,415	23,960	23,935	19.7	17.6	12.2	15.4	31.7	338.0
	1930-31	877	337	812	1,503	224	303	126.0	22,758	22,587	24,144	23,827	19.9	17.4	11.7	14.9	29.4	290.0
Bombay, Baroda and Central India.	1929-30	671	343	583	1,001	219	240	133.0	10,491	10,360	10,617	10,154	19.5	16.2	8.33	11.3	30.9	249.0
	1930-31	598	339	562	1,067	217	242	130.0	10,402	10,171	10,429	10,119	18.3	15.2	8.61	11.0	30.4	236.0
Eastern Bengal	1929-30	760	370	697	1,314	226	243	136.0	8,362	8,268	8,404	7,519	19.5	13.5	8.33	10.1	25.7	195.0
	1930-31	770	369	751	1,425	243	260	123.0	8,362	8,202	8,354	7,863	19.7	14.3	8.12	10.2	22.9	172.0
East Indian	1929-30	2,787	1,057	2,803	4,394	556	708	145.0	50,336	48,046	48,495	45,694	19.2	14.4	11.0	14.9	40.4	375.0
	1930-31	2,754	1,105	2,788	4,865	679	824	137.0	50,343	48,339	48,792	46,287	19.6	13.8	10.6	15.0	38.0	358.0
Great Indian Peninsula.	1929-30	1,299	820	1,194	2,170	626	761	157.0	17,443	17,995	19,230	16,141	20.1	15.1	12.7	11.2	51.4	(a) 423.0
	1930-31	1,407	983	1,414	2,706	649	789	152.0	17,382	17,537	18,328	16,089	20.5	15.5	11.0	11.0	50.8	407.0
Madras and Southern Mahratta.	1929-30	667	254	702	1,108	246	258	123.0	5,655	5,536	5,586	5,549	19.2	12.9	7.48	10.1	43.8	334.0
	1930-31	666	276	709	1,140	227	240	119.0	5,668	5,677	5,754	5,853	19.0	13.0	7.45	10.2	40.1	299.0
Nizam's State	1929-30	126	55	104	173	34	34	171.0	2,027	2,903	2,003	(a) 2,053	17.3	15.0	6.64	12.3	(a) 36.5	(a) 321.0
	1930-31	131	58	117	186	34	34	165.0	2,167	2,166	2,166	2,423	17.9	15.3	7.18	12.5	32.5	283.0
North Western	1929-30	2,656	1,396	2,510	4,706	835	941	125.4	30,337	29,559	30,428	27,036	18.8	13.6	8.19	10.6	36.1	285.3
	1930-31	2,644	1,425	2,488	4,730	914	976	129.0	30,005	29,117	30,062	27,146	18.6	14.3	8.07	11.1	35.0	237.0
South Indian	1929-30	279	102	252	510	69	75	122.0	1,345	1,346	1,353	1,943	21.0	14.4	8.93	9.47	32.2	244.0
	1930-31	287	98	279	563	86	88	125.0	1,348	1,347	1,359	1,858	18.8	14.0	8.74	8.86	35.0	249.0
Total 5' 6" Gauge and average.	1929-30	10,169	4,726	9,647	17,315	3,081	3,560	137.5	149,414	146,028	150,621	(a) 140,124				12.7	37.9	334.5
	1930-31	10,134	4,990	9,920	18,185	3,267	3,756	132.7	148,935	145,643	150,388	141,456				12.7	36.0	314.2
3' 3½" GAUGE.																		
Assam Bengal	1929-30	614	170	537	1,020	67	73	102.0	5,127	4,694	5,043	5,065	10.1	8.12	5.53	6.54	27.7	134.0
	1930-31	623	207	551	1,052	105	114	96.0	5,186	4,976	5,407	5,578	10.1	8.11	6.16	6.70	25.1	122.0
Bengal and North Western.	1929-30	1,393	239	1,278	1,780	239	240	120.0	9,967	11,190	11,474	11,413	9.69	8.67	6.21	5.98	21.3	99.0
	1930-31	1,315	244	1,285	1,802	195	196	124.0	9,967	11,028	11,270	11,210	9.82	8.66	6.28	6.62	21.7	112.0
Bombay, Baroda & Central India.	1929-30	1,615	343	1,414	2,496	124	154	99.0	9,372	9,557	11,105	10,991	9.29	9.13	6.71	6.55	39.9	189.0
	1930-31	1,608	330	1,411	2,521	126	161	95.0	9,787	9,597	11,142	11,189	9.57	9.21	6.52	6.74	37.9	179.0
Burma	1929-30	1,150	377	1,071	1,871	184	203	118.0	10,302	10,304	11,220	10,809	11.8	11.7	6.59	8.36	30.5	194.0
	1930-31	1,152	398	1,117	1,972	211	242	109.0	10,353	10,347	11,269	11,102	12.3	11.1	6.31	7.94	28.9	164.0

(a) Revised figures.

† In units.

‡ In terms of 4-wheelers.

*Does not include electric multiple unit suburban service stock.

24.—Statement§ of vehicles and wagons and their usage on *Class I Railways* for the years 1929-30 and 1930-31
—concl'd.

Railway.	Year.	COACHING STOCK.							GOODS STOCK.				AVERAGE STARTING WAGON LOAD (IN TONS).†			AVERAGE WAGON LOAD DURING THE YEAR (IN TONS).†	Wagon miles per wagon day.†	Net ton miles per wagon day.†
		†AVERAGE AUTHORISED STOCK.		AVERAGE NUMBER ON LINE.				Vehicle miles per vehicle day.†	Average authorised stock.†	AVERAGE NUMBER OF WAGONS OWNED.		Average number of wagons on line daily pooled and non-pooled.†	Coal and coke.	Heavy merchandise.	Light merchandise.			
				Passenger Carriages.		Other Coaching Vehicles.				In units.	In terms of 4-wheelers.							
		3	4	5	6	7	8										11	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
3' 3½" Gauge— concl'd. Eastern Bengal	1929-30	739	342	700	1,172	216	226	113.0	5,183	5,106	6,833	6,398	8.97	7.81	6.54	6.07	25.5	105.0
	1930-31	794	342	759	1,295	231	241	98.0	5,186	5,509	7,254	6,734	8.95	7.60	6.72	6.10	22.0	92.0
Jodhpur	1929-30	227	63	231	390	27	35	114.0	2,297	2,264	2,544	2,520	10.4	8.81	3.31	5.34	30.8	124.0
	1930-31	228	88	230	389	27	35	120.0	2,397	2,405	2,641	2,562	11.0	8.75	2.54	5.59	32.0	131.0
Madras and Southern Mahratta.	1929-30	925	165	876	1,393	180	191	106.0	7,036	7,572	7,987	7,482	8.29	7.41	4.60	6.25	41.3	191.0
	1930-31	933	172	866	1,387	168	178	105.0	7,053	7,819	8,261	8,115	8.69	7.29	4.67	6.22	34.4	159.0
Nizam's State.	1929-30	164	47	162	226	16	16	150.0	1,497	1,053	1,059	(a) 1,062	10.1	9.76	5.93	7.24	(a) 44.8	(a) 247.0
	1930-31	171	51	151	225	16	16	158.0	1,497	1,307	1,313	1,181	10.7	9.71	5.45	7.35	39.7	224.0
Rohilkund & Kumaon.	1929-30	251	74	231	346	29	29	116.0	2,475	2,619	2,650	2,342	11.2	10.6	6.51	8.60	18.0	100.0
	1930-31	251	74	231	348	29	29	117.0	2,475	2,613	2,653	2,375	12.2	10.4	5.62	8.74	18.8	98.0
South Indian	1929-30	1,268	211	1,209	2,387	135	206	107.0	5,396	5,375	7,625	7,624	9.32	7.68	5.14	5.60	27.6	117.0
	1930-31	1,284	211	1,232	2,488	130	198	106.0	5,405	5,524	7,820	7,790	9.77	7.71	4.99	5.52	24.7	103.0
Total 3' 3½" Gauge and Average.	1929-30	8,246	2,036	7,699	13,081	1,217	1,373	110.8	59,152	59,725	67,545	(a) 65,696				6.60	36.5	148.8
	1930-31	8,359	2,117	7,833	13,427	1,238	1,410	106.8	59,306	61,125	69,030	67,836				6.65	28.0	137.4
2' 6" & 2' 0" GAUGES																		
Bengal Nagpur	1929-30	395	48	364	718	29	57	78.0	1,946	1,906	3,771	3,708	*	*	*	3.90	13.1	36.0
	1930-31	395	48	371	733	27	51	77.0	1,950	1,943	3,846	3,795	*	*	*	3.76	11.7	31.0
Bombay, Baroda and Central India.	1929-30	65	1	63	126	1	2	*	284	259	411	408	*	*	*	4.15	19.7	27.9
	1930-31	66	1	65	130	1	2	*	295	286	457	454	*	*	*	3.81	10.2	24.0
Eastern Bengal	1929-30	69	3	62	62	Nil	Nil	25.0	86	85	85	70	Nil	3.73	Nil	1.26	2.21	1.47
	1930-31	69	3	62	62	Nil	Nil	49.0	80	78	78	61	Nil	Nil	3.10	1.33	1.87	1.84
Great Indian Peninsula.	1929-30	44	3	44	83	2	2	(a) 135.0	179	179	353	353	*	*	*	3.90	24.9	(a) 72.4
	1930-31	44	3	44	83	2	2	120.0	179	179	353	353	*	*	*	3.73	23.4	67.1
North Western	1929-30	325	78	290	516	48	77	38.4	775	733	1,235	1,228	7.83	6.40	3.80	3.57	21.0	49.3
	1930-31	335	80	314	564	53	85	38.0	835	763	1,300	1,285	7.82	6.21	4.03	3.61	21.4	50.9
South Indian	1929-30	34	1	34	68	Nil	Nil	(a) 84.0	78	78	156	156	4.70	4.22	2.98	2.96	14.2	33.0
	1930-31	34	1	34	68	Nil	Nil	87.0	78	78	156	156	Nil	4.04	3.09	2.89	16.0	34.0
TOTAL 2' 6" & 2' 0" GAUGES AND AVERAGE.	1929-30	932	134	857	1,573	80	138	66.3	3,348	3,240	6,011	5,923				3.79	15.1	39.9
	1930-31	943	136	890	1,640	83	140	63.2	3,417	3,327	6,190	6,104				3.68	14.3	39.7

* Information not available.

§ Does not include electric multiple unit suburban service stock.

† In units.

† In terms of 4-wheels.

(a) Revised figures.

25.—Statement of Density of Traffic on Class I Railways for the years 1929-30 and 1930-31.

Railway.	Year.	† Passenger miles per annum.		† Net ton miles per annum.		† Gross ton miles per annum.		† Train miles per running track mile per day.
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal Nagpur .	1929-30	436,302	482,523	1,177,837	1,306,057	3,431,932	3,806,994	14.0
	1930-31	364,495	402,967	951,070	1,049,823	2,997,926	3,310,422	12.7
Bombay, Baroda and Central India	1929-30	793,634	972,024	533,114	714,184	2,560,699	3,136,282	13.0
	1930-31	738,508	901,014	539,756	658,527	2,429,270	2,963,821	12.0
Eastern Bengal .	1929-30	855,518	1,069,298	524,014	654,101	3,180,937	3,970,611	18.0
	1930-31	732,078	908,439	500,363	620,903	2,979,287	3,697,010	16.8
East Indian .	1929-30	784,389	970,797	1,212,860	1,507,285	4,053,216	5,003,543	15.9
	1930-31	704,302	872,767	1,159,629	1,439,485	3,899,984	4,820,817	15.7
Great Indian Peninsula.	1929-30	507,017	633,223	535,289	730,978	2,772,304	3,462,383	15.3
	1930-31	429,350	536,476	553,066	691,060	2,753,993	3,441,135	15.4
Madras and Southern Mahratta.	1929-30	801,046	835,499	580,873	605,856	2,969,063	3,096,761	15.1
	1930-31	699,869	730,095	538,967	562,245	2,845,248	2,968,131	14.6
Nizam's State.	1929-30	329,766	329,766	417,077	417,077	1,615,863	1,615,863	8.68
	1930-31	318,792	318,792	438,241	438,241	1,738,357	1,738,357	9.50
North-Western .	1929-30	556,691	636,539	419,216	479,339	2,033,580	2,330,948	10.5
	1930-31	488,433	557,252	414,595	473,010	1,962,522	2,239,033	9.68
South Indian .	1929-30	462,476	462,476	(a) 335,313	(a) 335,313	(a) 1,887,671	1,887,671	12.1
	1930-31	482,419	482,419	302,913	302,913	1,904,832	1,904,832	12.9
Total 5' 6" gauge	1929-30	622,367	730,881	(a) 723,702	(a) 849,885	2,851,206	3,348,334	13.5
	1930-31	540,130	644,797	667,944	793,712	2,663,699	3,165,251	12.5
3' 3½" GAUGE.								
Assam Bengal .	1929-30	328,976	328,976	188,356	188,356	867,382	867,382	7.67
	1930-31	280,341	280,341	198,118	198,118	917,447	917,447	7.91
Bengal and North Western.	1929-30	673,919	677,058	216,632	217,641	493,645	495,944	10.1
	1930-31	543,661	546,151	210,704	211,668	478,714	480,906	9.93
Bombay, Baroda and Central India.	1929-30	486,817	487,173	317,819	318,051	1,252,465	1,253,382	11.4
	1930-31	455,380	455,917	307,831	308,194	1,228,627	1,230,075	10.9
Burma .	1929-30	336,640	370,669	353,344	389,062	1,241,592	1,367,099	10.7
	1930-31	279,631	307,967	351,632	386,987	1,178,493	1,298,088	10.3

(a) Revised figures.

* Including weight of engine.

† Including Departmental.

25.—Statement of Density of Traffic on Class I Railways for the years 1929-30 and 1930-31
—concl'd.

Railway.	Year.	† Passenger miles per annum.		† Net ton miles per annum.		† Gross ton miles per annum.		† Train miles per running track mile per day.
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3' 3½" GAUGE—concl'd.								
Eastern Bengal .	1929-30 .	616,164	620,623	241,478	243,220	1,393,399	1,403,455	12.0
	1930-31 .	454,955	458,217	235,298	236,985	1,292,321	1,301,586	10.8
Jodhpur .	1929-30 .	168,875	168,875	130,750	130,750	586,059	586,059	5.05
	1930-31 .	162,661	162,661	132,076	132,076	587,819	587,819	4.99
Madras and Southern Mahratta	1929-30 .	315,215	315,215	262,199	262,199	1,140,964	1,140,964	11.0
	1930-31 .	263,471	263,471	229,298	229,298	1,051,820	1,051,820	10.2
Nizam's State.	1929-30 .	321,542	330,225	144,823	148,734	685,392	703,900	7.05
	1930-31 .	299,935	308,035	157,727	161,941	748,837	769,058	7.27
Rohilkund and Kumaon.	1929-30 .	278,851	279,418	148,833	149,136	702,025	703,452	7.70
	1930-31 .	294,519	295,177	147,819	148,120	726,301	727,777	8.62
South Indian .	1929-30 (a)	775,851	776,661	204,734	204,948	1,291,825	1,293,173	14.8
	1930-31 .	710,442	711,176	186,864	187,057	1,258,724	1,260,024	14.9
Total 3' 3½" Gauge .	1929-30 .	459,738	467,366	(a) 247,571	(a) 251,679	1,101,445	1,119,720	10.5
	1930-31 .	394,211	403,421	231,216	235,582	1,064,818	1,084,616	10.0
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur .	1929-30 .	151,210	151,210	58,747	58,747	395,773	395,773	5.62
	1930-31 .	121,028	121,028	49,840	49,840	377,203	377,203	5.59
Bombay, Baroda and Central India.	1929-30 .	100,267	100,267	21,754	21,754	175,097	175,097	4.59
	1930-31 .	124,468	124,468	21,735	21,735	192,574	192,574	5.22
Eastern Bengal .	1929-30 .	223,464	223,464	1,909	1,909	154,614	154,614	8.00
	1930-31 .	205,517	205,517	2,593	2,593	167,332	167,332	8.56
Great Indian Peninsula	1929-30 .	(a) 117,284	(a) 117,284	48,916	48,916	324,383	324,383	6.53
	1930-31 .	80,097	80,097	46,136	46,136	298,606	298,606	6.04
North Western	1929-30 .	80,319	80,319	34,653	34,653	260,684	260,684	5.64
	1930-31 .	73,253	73,253	37,930	37,930	278,921	278,921	5.63
South Indian .	1929-30 .	119,015	119,015	19,763	19,763	198,683	198,683	4.79
	1930-31 .	102,905	102,905	19,455	19,455	203,465	203,465	4.94
Total 2' 6" and 2' 0" Gauges.	1929-30 .	118,363	118,363	(a) 43,089	(a) 43,089	306,718	306,718	5.54
	1930-31 .	101,891	101,891	40,398	40,398	306,143	306,143	5.58
Total Class I Railways	1929-30 .	536,636	591,287	(a) 514,177	(a) 566,541	2,078,954	2,290,672	11.9
	1930-31 .	464,791	518,371	477,196	529,871	1,962,205	2,178,800	11.2

* Including weight of engine.

† Including Departmental.

(a) Revised figures.

26 (a)—Statement of Repairs of Rolling Stock of Class I Railways

Railway.	Year.	ENGINES.				COACHING STOCK.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur	1929-30	59	8.44	90	12.9	77	20	9.63	10.4
	1930-31	53	7.61	107	15.2	94	23	11.5	10.0
Bombay, Baroda and Central India	1929-30	20	5.29	49	13.0	54	16	9.26	7.31
	1930-31	27	7.12	58	15.3	63	18	11.2	8.29
Eastern Bengal	1929-30	25	7.76	21	6.35	56	13	7.99	5.57
	1930-31	20	6.06	32	9.85	69	14	9.18	5.94
East Indian	1929-30	92	5.81	157	9.91	216	33	7.71	5.69
	1930-31	81	5.02	181	11.2	194	52	6.96	7.66
Great Indian Peninsula	1929-30	44	4.03	149	13.6	81	23	5.79	4.47
	1930-31	40	3.84	160	15.6	87	29	6.15	4.47
	1929-30	1	3.23	5	16.1	..	..	..	..
	1930-31	2	3.51	4	7.02	..	..	..	..
Madras and Southern Mahratta	1929-30	24	8.08	53	17.8	49	11	6.96	4.34
	1930-31	25	8.11	50	16.2	47	13	6.69	5.64
Nizam's State	1929-30	8	11.4	7	10.0	11	7	10.0	21.0
	1930-31	10	12.7	7	8.86	12	3	11.0	10.0
North Western	1929-30	108	8.44	193	15.1	239	88	9.50	9.95
	1930-31	85	6.74	149	11.8	221	92	8.89	10.1
South Indian	1929-30	8	5.41	15	10.1	24	2	9.52	2.90
	1930-31	11	7.28	16	10.4	20	4	7.17	5.00
Total 5' 6" gauge	1929-30	338	6.59	734	12.5	807	218	8.37	7.08
	1930-31	352	6.00	760	13.0	807	248	8.14	7.59
	1929-30	1	3.23	5	16.1	..	..	..	..
	1930-31	2	3.51	4	7.02	..	..	..	..
3' 3½" GAUGE.									
Assam-Bengal	1929-30	12	6.42	25	13.4	47	12	8.75	10.4
	1930-31	14	7.04	28	14.1	60	11	10.9	5.71
Bengal and North-Western	1929-30	24	7.00	20	5.83	161	15	12.6	6.27
	1930-31	18	5.07	23	6.48	160	19	12.5	9.74
Bombay, Baroda and Central India	1929-30	26	5.18	54	10.6	96	7	6.79	5.65
	1930-31	24	4.76	59	11.9	77	5	5.46	3.97
Burma	1929-30	16	4.02	23	5.74	50	4	4.54	2.33
	1930-31	20	4.70	29	6.78	47	4	4.22	1.73

† Excluding Electric multiple unit Suburban trains.

for the years ended 31st March 1930 and 1931.

COACHING STOCK.				GOODS STOCK.				HOT BOXES AVERAGE NUMBER (MONTHLY)				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wa- gons daily (in terms of 4 wheelers).				Coaching.		Goods.		
In sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.		Num- ber.	Per 10,000, 000 Vehicle miles.	Num- ber.	Per 1,000, 000 Wagon miles.	
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percent- age of column 15 to average total No. on line daily.	Number.	Percent- age of column 17 to average total No. on line daily.					
11	12	13	14	15	16	17	18	19	20	21	22	23
5' 6" GAUGE.												
11	2	1.39	0.89	610	2.54	1,452	6.06	10	*	791	*	Bengal-Nagpur.
11	2	1.29	0.76	753	3.16	1,189	4.99	10	13.8	644	28.7	
5	2	0.86	0.91	185	1.82	84	0.83	2	*	89	*	Bombay, Baroda and Central India.
4	2	0.71	0.92	184	1.82	95	0.94	1	1.38	108	11.0	
2	1	0.26	0.55	117	1.55	137	1.82	Nil	*	81	*	Eastern Bengal.
2	1	0.20	0.57	64	0.82	267	3.40	1	1.45	92	14.7	
55	7	1.95	1.21	521	1.14	2,487	5.44	30	*	1,104	*	East Indian.
61	7	2.19	1.03	414	0.90	1,404	3.04	22	8.54	988	17.4	
19	2	1.34	0.38	155	0.96	706	4.37	12	*	372	*	Great Indian Peninsula
25	3	1.77	0.42	173	1.08	653	4.06	14	8.21	451	17.0	
..	..	..	..	..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	..	..	..	..	
9	2	1.27	0.67	54	0.97	147	2.66	7	*	91	*	Madras and Southern Maharatta.
8	1	1.13	0.38	61	1.04	147	2.52	6	11.4	83	10.8	
Nil	Nil	0.15	0.41	75	(a) 3.65	9	0.44	1	*	15	*	Nizam's State.
1	Nil	0.65	1.10	95	3.92	15	0.62	1	0.76	23	0.75	
80	26	3.19	2.98	403	1.49	1,435	5.30	28	*	505	*	North Western.
49	13	1.99	1.44	427	1.57	2,011	7.41	23	9.19	553	17.7	
12	2	4.72	3.35	53	2.73	24	1.24	4	*	21	*	South Indian.
15	3	5.20	3.30	36	1.94	23	1.24	5	18.9	28	11.9	
193	44	2.00	1.43	2,173	1.55	6,481	4.63	94		3,069		Total 5' 6" Gauge
176	32	1.77	0.98	2,207	1.56	5,804	4.10	83		2,970		
..	..	..	..	..	..	..	..	..		..		
..	..	..	..	..	..	..	..	..		..		
3' 3 1/2" GAUGE.												
3	Nil	0.48	0.40	75	1.48	46	0.91	5	*	32	*	Assam-Bengal.
3	1	0.50	0.62	117	2.10	88	1.58	6	16.0	28	6.00	
13	1	1.02	0.42	379	3.32	133	1.17	7	*	44	*	Bengal and North-Western.
10	1	0.78	0.51	391	3.48	117	1.04	8	9.44	53	6.59	
12	1	0.82	0.71	161	1.46	109	0.99	18	*	112	*	Bombay, Baroda and Central India.
11	1	0.79	0.65	218	1.91	85	0.76	19	22.2	187	13.6	
24	4	2.15	2.13	40	0.37	252	2.34	2	*	33	*	Burma.
23	4	2.09	1.76	53	0.47	257	2.32	3	3.51	43	4.10	

(a) Revised figures.

* Figures not available.

†Excluding electric multiple unit suburban train.

26 (a).—Statement of Repairs of Rolling Stock of Class I Railways

Railway.	Year.	Engines.				Coaching Stock.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
3' 3½" Gauge—concd.									
Eastern Bengal	1929-30	16	7.34	19	8.66	51	11	7.33	5.18
	1930-31	13	6.12	17	7.81	51	10	6.68	4.53
Jodhpur	1929-30	40	9.25	6	5.55	19	5	8.22	18.5
	1930-31	9	8.33	6	5.55	22	5	9.56	18.5
Madras and Southern Mahratta	1929-30	31	8.81	35	10.0	74	8	8.41	4.41
	1930-31	26	7.33	34	9.52	65	10	7.48	6.08
Nizam's State.	1929-30	10	12.5	17	21.3	14	1	10.0	6.00
	1930-31	10	11.2	13	14.6	17	1	12.0	8.00
Rohilkund and Kumaon	1929-30	5	7.02	5	6.49	11	3	4.54	10.6
	1930-31	5	6.18	4	4.69	16	4	6.75	12.3
South Indian	1929-30	29	7.23	50	12.5	117	8	9.68	5.93
	1930-31	26	6.32	54	13.0	68	9	5.52	6.92
Total 3' 3½" Gauge 2' 6" AND 2' 0" GAUGES.	1929-30	179	6.67	254	9.46	640	74	8.31	6.08
	1930-31	165	5.97	267	9.65	583	78	7.35	6.30
Bengal-Nagpur	1929-30	8	7.01	13	11.1	16	4	4.38	13.1
	1930-31	9	7.99	13	11.4	16	5	4.33	17.9
Bombay, Baroda and Central India	1929-30	Nil	Nil	2	9.09	1	Nil	1.59	Nil
	1930-31	2	8.33	2	8.33	1	Nil	1.54	Nil
Eastern Bengal	1929-30	Nil	4.78	1	8.00	5	Nil	8.39	..
	1930-31	Nil	2.78	Nil	1.89	3	Nil	5.21	Nil
Great Indian Peninsula	1929-30	1	5.26	2	10.5	Nil	Nil	Nil	Nil
	1930-31	1	5.26	2	10.5	Nil	Nil	Nil	Nil
North-Western	1929-30	6	6.12	15	15.3	8	1	2.37	2.91
	1930-31	5	5.10	14	14.3	8	2	2.55	3.77
South Indian	1929-30	Nil	2.27	2	18.2	..	..	..	..
	1930-31	1	7.55	2	20.4	Nil	Nil	Nil	Nil
Total 2' 6" and 2' 0" Gauges	1929-30	15	5.49	35	12.3	30	5	3.50	6.25
	1930-31	18	6.50	33	11.9	28	7	3.15	8.43
TOTAL CLASS I RAILWAYS.	1929-30	532	6.58	1,023	11.6	1,477	297	8.11	6.78
	1930-31	535	6.00	1,060	11.9	1,418	333	7.57	7.26
	1929-30	1	3.23	5	16.1	..	..	..	..
	1930-31	2	3.51	4	7.02	..	..	..	..

† Excluding electric multiple unit suburban trains.

for the years ended 31st March 1930 and 1931—concl'd.

COACHING STOCK.				GOODS STOCK.				HOT BOXES AVERAGE NUMBER (MONTHLY)				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.		Number.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.					
11	12	13	14	15	16	17	18	19	20	21	22	23
10	3	1.47	1.27	70	1.10	300	4.68	2	*	7	*	3' 3½" GAUGE—concl'd.
11	2	1.50	0.83	35	0.52	180	2.67	4	7.75	10	2.10	Eastern Bengal.
Nil	Nil	Nil	Nil	42	1.67	13	0.52	1	*	11	*	Jodhpur.
1	Nil	0.52	0.44	50	1.95	8	0.31	1	5.00	9	3.00	
9	3	0.98	1.53	124	1.66	179	2.40	15	*	187	*	Madras and Southern Mahratta.
7	1	0.82	0.67	61	0.75	170	2.10	6	11.4	124	13.3	
2	Nil	1.00	0.49	37	(a)3.48	4	(a)0.38	5	*	4	*	Nizam's State.
2	Nil	1.00	0.08	41	3.47	8	0.67	3	1.91	4	0.19	
..	..	..	..	47	2.91	16	0.68	1	*	15	*	Rohilkund and Kumaon.
Nil	Nil	Nil	Nil	16	0.67	13	0.55	27	15.0	130	6.63	
43	5	3.55	3.72	592	7.76	416	5.46	24	*	34	*	South Indian.
47	4	3.85	3.42	227	2.91	272	3.49	16	18.2	35	4.68	
116	17	1.51	1.40	1,567	2.39	1,468	2.24	80		479		Total 3' 3½" Gauge.
115	14	1.45	1.13	1,209	1.78	1,198	1.77	93		623		2' 6" AND 2' 0" GAUGES.
5	1	1.45	4.17	28	0.77	115	3.10	1	*	6	*	Bengal-Nagpur.
9	1	2.39	2.47	19	0.51	102	2.69	2	7.70	2	1.38	
2	Nil	3.17	Nil	1	0.25	10	2.46	Nil	Nil	Nil	Nil	Bombay, Baroda and Central India.
3	Nil	4.62	Nil	2	0.46	12	2.53	Nil	Nil	1	0.46	
Nil	Nil	0.37	..	Nil	0.03	Nil	..	Nil	Nil	Nil	Nil	Eastern Bengal.
Nil	Nil	0.71	Nil	Nil	0.51	Nil	0.08	Nil	Nil	Nil	Nil	
2	Nil	3.98	Nil	Nil	Nil	2	0.57	Nil	Nil	Nil	Nil	Great Indian Peninsula.
2	Nil	5.52	Nil	Nil	Nil	10	2.83	Nil	Nil	Nil	Nil	
3	1	2.39	1.89	26	2.13	18	1.46	Nil	Nil	2	*	North Western.
8	1	2.46	2.72	15	1.17	27	2.10	Nil	3.85	5	5.13	
3	..	8.50	..	..	..	6	3.85	..	..	Nil	Nil	South Indian.
3	Nil	8.68	Nil	Nil	Nil	6	3.85	Nil	Nil	Nil	Nil	
20	2	2.33	2.56	55	0.93	157	2.55	1		8		Total 2' 6" and 2' 0" Gauges.
25	2	2.81	2.41	36	0.59	157	2.57	2		8		
329	63	1.81	1.44	3,795	1.79	8,100	3.83	175		3,556		Steam
316	48	1.69	1.05	3,452	1.60	7,159	3.32	178		3,601		Electric
..	..	..	..	..	..	..	..	..		..		TOTAL CLASS I RAILWAYS.
..	..	..	..	..	..	..	..	..		..		

(a) Revised figures.

* Figures not available.

† Excluding electric multiple unit suburban trains.

26 (b)—Statement of cost of Repairs and maintenance of Rolling Stock of

Railway.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
	2	3	4
1			
5' 6" GAUGE.	As.	As.	As.
Bengal Nagpur	2.01	1.25	3.26
Bombay, Baroda & Central India	2.92	1.46	4.38
Eastern Bengal	1.79	1.01	2.80
East Indian	2.08	1.35	3.43
Great Indian Peninsula	1.88	1.27	3.15
Madras and Southern Mahratta	2.90	1.61	4.51
Nizam's State	2.02	1.00	3.02
North-Western	2.14	1.84	3.98
South Indian	2.00	0.83	2.83
Averages			3.54
3' 3 $\frac{3}{8}$ " GAUGE.			
Assam Bengal	1.39	1.72	3.11
Bengal and North-Western	2.06	1.26	3.32
Bombay, Baroda & Central India	3.01	2.31	5.32
Burma	1.23	1.37	2.60
Eastern Bengal	2.15	1.31	3.46
Jodhpur	2.37	2.40	4.77
Madras and Southern Mahratta	2.03	1.84	3.87
Nizam's State	2.14	1.75	3.89
Rohilkund and Kumaon	1.56	1.55	3.11
South Indian	2.42	1.51	3.93
Averages			3.78

* Cost per equated engine mile = cost per engine mile $\times \frac{20,000}{\text{Average Tractive Effort per engine}}$.

Class I Railways for the year ending 31st March 1931.

Cost per carriage on line.†			Cost per wagon on line.†			Railways.
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops.	Transportation workshops.	Total.	
5	6	7	8	9	10	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	5' 6" GAUGE
813.5	290.1	1,103.6	93.5	50.7	144.2	Bengal Nagpur.
692.2	159.0	851.2	70.7	41.9	112.6	Bombay, Baroda & Central India.
409.2	127.8	537.0	67.3	15.5	82.8	Eastern Bengal.
570.6	120.6	691.2	58.6	48.7	107.3	East Indian.
844.0	155.3	999.3	55.3	81.0	136.3	Great Indian Peninsula.
657.5	112.7	770.2	107.5	54.7	162.2	Madras and Southern Mahratta.
790.6	146.2	936.8	106.8	36.6	143.4	Nizam's State
438.6	89.6	528.2	81.8	54.5	136.3	North-Western.
248.2	63.4	311.6	62.0	7.50	69.5	South Indian.
		724.7			123.9	Averages.
						3' 3½" GAUGE.
269.5	40.0	309.5	36.2	11.6	47.8	Assam Bengal.
231.0	21.3	252.3	22.6	3.40	26.0	Bengal and North-Western.
387.8	62.3	450.1	41.9	26.0	67.9	Bombay, Baroda & Central India.
213.5	37.8	251.3	64.4	19.5	83.9	Burma.
317.4	107.9	425.3	44.6	15.6	60.2	Eastern Bengal.
460.3	54.5	514.8	51.6	15.6	67.2	Jodhpur.
303.7	44.7	348.4	43.2	18.0	61.2	Madras and Southern Mahratta.
835.7	100.0	935.7	60.4	25.9	86.3	Nizam's State.
290.1	38.5	328.6	22.7	7.72	30.4	Rohilkund and Kumaon.
216.2	43.2	259.4	43.0	7.48	50.5	South Indian.
		342.1			57.5	Averages.

† In terms of 4-wheelers.

27. (a).—Statement of coal consumed

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS).					FUEL CONSUMED FOR PUMPING ENGINES,	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal)	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal Nagpur	1929-30 .	Nil	741,971	Nil	Nil	741,971	Nil	120,572
	1930-31 .	Nil	714,658	Nil	Nil	714,658	Nil	123,549
Bombay, Baroda and Central India.	1929-30 .	Nil	310,173	4,879	Nil	312,124	Nil	26,118
	1930-31 .	Nil	293,676	4,852	Nil	295,615	Nil	10,904
Eastern Bengal	1929-30 .	Nil	257,217	Nil	Nil	257,217	Nil	23,194
	1930-31 .	Nil	247,079	Nil	Nil	247,079	Nil	33,706
East Indian	1929-30 .	Nil	1,395,586	230	Nil	1,395,678	Nil	79,843
	1930-31 .	Nil	1,380,696	315	Nil	1,380,822	Nil	212,729
Great Indian Peninsula	1929-30 .	Nil	905,171	41	50,503	997,010	Nil	89,592
	1930-31 .	Nil	811,325	31	43,906	891,666	Nil	109,450
Madras and Southern Mahratta	1929-30 .	Nil	264,990	Nil	31	265,047	Nil	20,504
	1930-31 .	Nil	250,604	Nil	30	250,660	Nil	15,288
Nizam's State	1929-30 .	Nil	81,861	198	Nil	81,941	Nil	7,984
	1930-31 .	Nil	90,978	245	Nil	91,076	Nil	7,792
North Western	1929-30 .	306	1,020,757	Nil	65,359	1,139,896	21	116,785
	1930-31 .	Nil	978,077	Nil	58,594	1,084,612	Nil	141,416
South Indian	1929-30 .	Nil	105,172	32	14	105,210	172	6,169
	1930-31 .	Nil	108,212	172	25	108,318	Nil	6,032
Total 5' 6" Gauge	1929-30 .	306	5,082,898	5,380	115,907	5,296,094	193	490,761
	1930-31 .	Nil	4,875,805	5,615	102,555	5,064,506	Nil	660,866
3' 3½" GAUGE.								
Assam Bengal	1929-30 .	Nil	107,109	40	Nil	107,125	Nil	23,751
	1930-31 .	Nil	107,740	Nil	Nil	107,740	Nil	19,151
Bengal and North Western	1929-30 .	Nil	200,132	Nil	Nil	200,132	Nil	47,363
	1930-31 .	Nil	194,087	Nil	Nil	194,087	Nil	56,362
Bombay, Baroda and Central India.	1929-30 .	Nil	262,040	4,759	Nil	263,944	Nil	18,548
	1930-31 .	Nil	243,525	4,378	Nil	245,276	Nil	21,635
Burma	1929-30 .	Nil	222,513	19,967	Nil	230,499	Nil	13,532
	1930-31 .	Nil	216,237	16,936	Nil	223,011	Nil	14,012

* 2½ tons of wood =
0.55 ton of oil fuel.

on Class I Railways during the years 1929-30 and 1930-31.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED. (TONS.)					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	
								5' 6" GAUGE.
Nil	Nil	120,572	Nil	862,543	Nil	Nil	862,543	Bengal Nagpur.
Nil	Nil	123,549	Nil	838,207	Nil	Nil	838,207	
1,523	Nil	26,727	Nil	336,291	6,402	Nil	338,851	Bombay, Baroda and Central India.
1,502	Nil	11,505	Nil	304,580	6,354	Nil	307,120	
Nil	Nil	23,194	Nil	280,411	Nil	Nil	280,411	Eastern Bengal.
Nil	Nil	33,706	Nil	280,785	Nil	Nil	280,785	
1	Nil	79,843	Nil	1,475,429	231	Nil	1,475,521	East Indian.
364	86	213,031	Nil	1,593,425	679	86	1,593,853	
Nil	3,615	96,165	Nil	994,763	41	54,118	1,093,175	Great Indian Peninsula.
Nil	4,508	117,646	Nil	921,275	31	48,414	1,009,312	
Nil	1	20,506	Nil	285,494	Nil	32	285,553	Madras and Southern Mahratta.
Nil	1	15,289	Nil	265,892	Nil	31	265,949	
12	Nil	7,989	Nil	89,845	210	Nil	89,929	Nizam's State.
13	Nil	7,797	Nil	98,770	258	Nil	98,873	
2,529	9,318	134,760	327	1,137,542	2,529	74,677	1,274,656	North Western.
3,117	8,685	† 175,353	Nil	1,119,493	3,117	67,279	† 1,259,965	
Nil	113	6,547	172	111,341	32	127	111,757	South Indian.
Nil	178	6,355	Nil	114,244	172	203	114,673	
4,065	13,047	516,303	499	5,573,659	9,445	128,954	5,812,397	Total 5' 6" Gauge.
4,996	13,458	† 704,231	Nil	5,536,671	10,611	116,013	† 5,768,737	
								3' 6" GAUGE.
Nil	Nil	23,751	Nil	130,860	40	Nil	130,876	Assam Bengal.
Nil	Nil	19,151	Nil	126,891	Nil	Nil	126,891	
Nil	Nil	47,863	Nil	248,000	Nil	Nil	248,000	Bengal and North Western.
Nil	Nil	56,362	Nil	250,449	Nil	Nil	250,449	
615	Nil	18,794	Nil	280,538	5,374	Nil	282,738	Bombay, Baroda and Central India.
110	Nil	21,679	Nil	265,160	4,488	Nil	266,955	
24	Nil	15,942	Nil	236,045	25,991	Nil	246,441	Burma.
12,702	Nil	19,093	Nil	230,249	29,638	Nil	242,104	

1 ton of coal.
1 ton of coal.

		Tons (in terms of coal).
† Includes	Cinders	11,096
	Soft coke	3,100
	Hard coke	2,703
	Total	16,899

27 (a) Statement of coal consumed

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS.)					FUEL CONSUMED FOR PUMPING ENGINES	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3' 3½" GAUGE—concl'd.								
Eastern Bengal	1929-30 .	Nil	126,553	Nil	Nil	126,553	Nil	21,005
	1930-31 .	Nil	122,428	Nil	Nil	122,428	Nil	19,213
Jodhpur	1929-30 .	Nil	45,445	268	Nil	45,552	Nil	5,916
	1930-31 .	Nil	46,600	221	Nil	46,688	Nil	5,196
Madras and Southern Mahratta .	1929-30 .	Nil	215,035	Nil	25	215,081	Nil	15,615
	1930-31 .	Nil	207,822	Nil	28	207,872	Nil	16,273
Nizam's State	1929-30 .	Nil	63,006	106	Nil	63,048	Nil	3,537
	1930-31 .	Nil	64,997	156	Nil	65,059	Nil	3,587
Rohilkund and Kumaon	1929-30 .	Nil	34,523	Nil	Nil	34,523	Nil	8,061
	1930-31 .	Nil	36,952	Nil	Nil	36,952	Nil	9,041
South Indian	1929-30 .	Nil	182,601	338	32	182,795	473	19,922
	1930-31 .	Nil	178,363	553	27	178,633	Nil	16,491
Total 3' 3½" Gauge	1929-30 .	Nil	1,458,957	25,478	57	1,469,252	473	177,755
	1930-31 .	Nil	1,418,751	22,244	55	1,427,746	Nil	180,961
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur	1929-30 .	Nil	63,784	Nil	Nil	63,784	Nil	9,667
	1930-31 .	Nil	63,468	Nil	Nil	63,468	Nil	11,000
Bombay, Baroda and Central India .	1929-30 .	Nil	5,895	137	Nil	5,950	Nil	Nil
	1930-31 .	Nil	6,854	191	Nil	6,932	Nil	282
Eastern Bengal	1929-30 .	Nil	1,283	Nil	Nil	1,283	Nil	Nil
	1930-31 .	Nil	1,379	Nil	Nil	1,379	Nil	2
Great Indian Peninsula	1929-30 .	Nil	12,216	Nil	Nil	12,216	Nil	1,081
	1930-31 .	Nil	12,331	Nil	Nil	12,331	Nil	1,469
North-Western	1929-30 .	Nil	48,659	Nil	Nil	48,659	Nil	4,102
	1930-31 .	Nil	50,197	Nil	Nil	50,197	Nil	5,029
South Indian	1929-30 .	Nil	2,285	Nil	Nil	2,285	Nil	2
	1930-31 .	Nil	2,445	23	Nil	2,455	Nil	9
Total 2' 6" & 2' 0" Gauges	1929-30 .	Nil	134,122	137	Nil	134,177	Nil	14,852
	1930-31 .	Nil	136,674	214	Nil	136,762	Nil	17,731
TOTAL CLASS I RAILWAYS	1929-30 .	306	6,675,977	30,995	115,964	6,809,523	666	683,368
	1930-31 .	Nil	6,431,230	28,073	102,610	6,629,014	Nil	859,558

* 2½ tons of wood =
0.55 ton of oil fuel =

on Class I Railways during the years 1929-30 and 1930-31—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED (TONS.)					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
Nil	Nil	21,005	Nil	147,558	Nil	Nil	147,558	3' 3½" GAUGE—conold. Eastern Bengal.
Nil	Nil	19,213	Nil	141,641	Nil	Nil	141,641	
Nil	Nil	5,916	Nil	51,361	268	Nil	51,468	Jodhpur.
Nil	Nil	5,196	Nil	51,796	221	Nil	51,884	
Nil	Nil	15,616	Nil	230,650	Nil	26	230,697	Madras and Southern Mahratta.
Nil	1	16,275	Nil	224,095	Nil	29	224,148	
23	Nil	3,546	Nil	66,543	129	Nil	66,594	Nizam's State.
25	Nil	3,597	Nil	68,584	181	Nil	68,656	
Nil	Nil	8,061	Nil	42,584	Nil	Nil	42,584	Rohilkund and Kumaon.
Nil	Nil	9,041	Nil	45,993	Nil	Nil	45,993	
Nil	313	20,964	473	202,523	338	345	203,759	South Indian.
Nil	576	17,538	Nil	194,854	553	603	196,171	
6,662	313	181,463	473	1,636,712	32,140	371	1,650,715	TOTAL 3' 3½" GAUGE.
12,837	577	187,145	Nil	1,599,712	35,081	632	1,614,391	
Nil	Nil	9,667	Nil	73,451	Nil	Nil	73,451	2' 6" AND 2' 0" GAUGES. Bengal Nagpur.
Nil	Nil	11,000	Nil	74,468	Nil	Nil	74,468	
Nil	Nil	Nil	Nil	5,895	137	Nil	5,950	Bombay, Baroda and Central India.
Nil	Nil	282	Nil	7,136	191	Nil	7,214	
Nil	Nil	Nil	Nil	1,283	Nil	Nil	1,283	Eastern Bengal.
Nil	Nil	2	Nil	1,381	Nil	Nil	1,381	
Nil	Nil	1,081	Nil	13,297	Nil	Nil	13,297	Great Indian Peninsula.
Nil	45	1,491	Nil	13,740	Nil	45	13,822	
Nil	Nil	4,102	Nil	52,761	Nil	Nil	52,761	North Western.
Nil	Nil	5,383	Nil	55,226	Nil	Nil	† 55,580	
Nil	Nil	2	Nil	2,287	Nil	Nil	2,287	South Indian.
Nil	Nil	9	Nil	2,454	23	Nil	2,464	
Nil	Nil	14,852	Nil	148,974	137	Nil	149,029	TOTAL. 2' 6" & 2' 0" GAUGES.
Nil	45	† 18,167	Nil	154,405	214	45	† 154,929	
10,728	13,360	712,613	972	7,359,345	41,722	129,325	7,612,141	TOTAL CLASS I RAILWAYS.
17,833	14,080	† 909,543	Nil	7,290,788	45,930	116,690	† 7,533,557	

1 ton of coal.
1 ton of coal.

		Tons (in terms of coal).	
† Includes	Cinder	..	337
	Hard coke	..	17
	Total	..	354

27 (a).—Statement of Coal consumed on Class I Railways during the years 1929-30 and 1930-31
—contd.

Railway.	Year.	AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
5' 6" GAUGE.									
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	1929-30	Nil	2.87	Nil	Nil	Nil	6.28	Nil	Nil
	1930-31	Nil	2.99	Nil	Nil	Nil	5.92	Nil	Nil
Bombay, Baroda and Central India	1929-30	Nil	4.66	5.54	Nil	Nil	15.7	6.98	Nil
	1930-31	Nil	5.13	4.89	Nil	Nil	15.9	6.60	Nil
Eastern Bengal	1929-30	Nil	3.63	Nil	Nil	Nil	7.99	Nil	Nil
	1930-31	Nil	3.91	Nil	Nil	Nil	8.04	Nil	Nil
East Indian	1929-30	Nil	3.59	31.3	Nil	Nil	7.45	35.1	Nil
	1930-31	Nil	3.67	23.1	140.9	Nil	7.14	24.6	140.9
Great Indian Peninsula	1929-30	Nil	4.01	7.62	39.4	Nil	13.1	7.62	39.6
	1930-31	Nil	4.06	7.62	39.4	Nil	11.7	7.62	39.4
Madras and Southern Mahratta	1929-30	Nil	6.50	Nil	146.6	Nil	15.2	Nil	146.6
	1930-31	Nil	6.81	Nil	167.5	Nil	15.5	Nil	167.5
Nizam's State	1929-30	Nil	6.01	6.00	Nil	Nil	7.30	6.86	Nil
	1930-31	Nil	5.78	6.06	Nil	Nil	7.18	6.67	Nil
North Western	1929-30	Nil	4.25	7.00	34.0	Nil	14.5	7.00	39.0
	1930-31	Nil	4.62	10.0	34.0	Nil	17.5	10.0	39.0
South Indian	1929-30	18.9	4.27	2.53	71.6	35.5	19.7	2.53	71.6
	1930-31	Nil	4.68	8.13	77.6	Nil	19.8	8.13	77.6
3' 3½" GAUGE.									
Assam Bengal	1929-30	Nil	8.42	Nil	Nil	Nil	12.4	Nil	Nil
	1930-31	Nil	8.96	Nil	Nil	Nil	13.2	Nil	Nil
Bengal and North Western	1929-30	Nil	4.21	Nil	Nil	Nil	10.4	Nil	Nil
	1930-31	Nil	4.43	Nil	Nil	Nil	10.5	Nil	Nil
Bombay, Baroda and Central India	1929-30	Nil	4.13	4.37	Nil	Nil	14.2	4.95	Nil
	1930-31	Nil	4.73	4.37	Nil	Nil	14.7	4.95	Nil
Burma	1929-30	Nil	4.60	5.86	Nil	Nil	18.8	8.32	Nil
	1930-31	Nil	4.91	4.11	Nil	Nil	18.7	5.26	Nil

27 (a).—Statement of Coal consumed on *Class I Railways* during the years 1929-30 and 1930-31
—concl'd.

Railway.	Year.	AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal . . .	1929-30	Nil	3.63	Nil	Nil	Nil	8.32	Nil	Nil
	1930-31	Nil	3.91	Nil	Nil	Nil	9.47	Nil	Nil
Jodhpur . . .	1929-30	Nil	4.32	5.00	Nil	Nil	15.4	5.00	Nil
	1930-31	Nil	4.09	5.00	Nil	Nil	15.0	5.00	Nil
Madras and Southern [Maharatta.	1929-30	Nil	6.80	Nil	167.8	Nil	15.0	Nil	167.8
	1930-31	Nil	6.82	Nil	187.4	Nil	15.1	Nil	187.4
Nizam's State. . .	1929-30	Nil	6.01	6.00	Nil	Nil	10.0	6.86	Nil
	1930-31	Nil	5.76	6.00	Nil	Nil	9.82	6.67	Nil
Rohilkund and Kumaon	1929-30	Nil	4.42	Nil	Nil	Nil	12.4	Nil	Nil
	1930-31	Nil	4.47	Nil	Nil	Nil	12.1	Nil	Nil
South Indian . . .	1929-30	13.9	4.31	2.53	69.7	34.7	19.7	2.53	69.7
	1930-31	Nil	4.66	8.13	65.6	Nil	19.6	8.13	65.6
2' 6" AND 2' 0" GAUGES									
Bengal Nagpur . . .	1929-30	Nil	5.26	Nil	Nil	Nil	8.11	Nil	Nil
	1930-31	Nil	5.48	Nil	Nil	Nil	7.68	Nil	Nil
Bombay, Baroda and Central [India.	1929-30	Nil	4.52	5.57	Nil	Nil	16.6	5.57	Nil
	1930-31	Nil	4.98	4.89	Nil	Nil	16.0	5.16	Nil
Eastern Bengal . . .	1929-30	Nil	3.63	Nil	Nil	Nil	8.32	Nil	Nil
	1930-31	Nil	3.91	Nil	Nil	Nil	8.03	Nil	Nil
Great Indian Peninsula .	1929-30	Nil	3.95	Nil	Nil	Nil	13.6	Nil	Nil
	1930-31	Nil	3.83	Nil	Nil	Nil	12.5	Nil	39.4
North Western . . .	1929-30	Nil	Nil	Nil	Nil	Nil	22.1	Nil	Nil
	1930-31	Nil	4.62	Nil	Nil	Nil	19.0	Nil	Nil
South Indian . . .	1929-30	Nil	4.26	Nil	Nil	Nil	19.1	Nil	Nil
	1930-31	Nil	4.70	8.13	207.0	Nil	19.0	8.13	207.0

27 (b).—Statement of Coal† Consumption on Class I Railways for the years 1929-30 and 1930-31.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Good and proportion of Mixed.	Shunting including siding all services.		Departmental.	† Total tons used on all Locomotive services.	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.		Water pumping Stations.	Electric generating Stations.	Miscellaneous purposes.	Total (columns 11, 12 + 13).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5' 6" GAUGE.													
Bengal-Nagpur	1929-30	207,508	213.0	421,663	150.0	83,721	52.7	23,391	741,971	*	*	*	*
	1930-31	218,119	215.5	396,491	159.8	75,956	53.1	23,940	774,658	29,608	32,406	61,555	123,549
Bombay, Baroda and Central India.	1929-30	155,623	188.0	107,578	103.6	34,745	69.8	13,222	312,124	*	*	*	*
	1930-31	151,538	189.5	98,896	105.2	33,987	72.0	11,194	295,615	9,859	1,608	38	11,505
Eastern Bengal	1929-30	149,523	183.4	65,953	115.5	34,115	44.0	7,600	257,217	*	*	*	*
	1930-31	143,114	180.6	62,725	116.1	31,864	45.9	7,451	247,079	5,333	13,227	15,146	33,706
East Indian	1929-30	489,516	151.4	688,295	110.3	175,455	60.6	41,046	1,395,678	*	*	*	*
	1930-31	502,053	161.6	659,132	109.8	173,844	61.9	46,172	1,330,822	57,185	64,570	91,276	213,031
Great Indian Peninsula	1929-30	411,631	136.9	437,087	169.2	98,948	34.7	47,969	997,010	*	*	*	*
	1930-31	364,264	174.2	388,604	164.2	98,099	87.0	38,791	891,666	37,068	45,691	34,887	117,646
Madras and Southern Mahratta.	1929-30	134,125	170.6	99,410	135.9	21,432	53.3	10,080	265,047	*	*	*	*
	1930-31	126,543	165.9	92,343	127.0	19,768	52.0	9,176	250,860	4,106	Nil	11,183	15,289
Nizam's State	1929-30	35,779	206.2	36,960	157.3	7,482	88.6	2,319	81,940	*	*	*	*
	1930-31	38,863	212.6	40,904	164.9	7,397	73.7	3,982	91,076	2,618	Nil	5,179	7,797
North Western	1929-30	532,633	161.3	431,774	148.2	129,120	74.9	45,939	1,139,896	*	*	*	*
	1930-31	496,222	160.2	396,600	134.2	140,093	81.6	43,780	1,064,612	35,982	16,749	122,623	175,353
South Indian	1929-30	59,566	164.6	30,119	158.2	7,674	54.3	7,851	105,210	*	*	*	*
	1930-31	64,912	172.3	28,662	145.7	7,324	53.8	7,420	108,318	1,260	47	5,048	6,355
TOTAL 5' 6" GAUGE	1929-30	2,175,354	172.2	2,318,779	134.5	594,690	60.4	204,977	5,296,094	*	*	*	*
	1930-31	2,107,643	172.2	2,162,357	131.6	588,242	66.1	187,116	5,064,506	183,019	174,298	346,914	704,231
3' 3-3/8" GAUGE.													
Assam Bengal	1929-30	70,245	173.7	15,764	150.6	15,341	50.0	5,641	107,125	*	*	*	*
	1930-31	75,904	174.1	12,863	164.0	14,365	45.0	4,628	107,740	3,072	6,282	9,797	19,151
Bengal and North-Western	1929-30	123,367	208.4	56,256	166.2	13,437	24.0	7,072	200,132	*	*	*	*
	1930-31	120,968	205.4	50,742	154.0	12,897	23.7	7,999	194,987	9,699	4,213	42,450	56,362
Bombay, Baroda and Central India.	1929-30	140,304	210.9	92,414	139.9	21,776	39.4	8,479	263,944	*	*	*	*
	1930-31	126,771	199.2	87,475	142.0	21,302	41.3	9,834	245,276	10,705	4,651	6,323	21,679
Barma	1929-30	103,364	195.1	84,963	143.5	24,542	23.1	12,630	230,499	*	*	*	*
	1930-31	111,655	193.7	75,590	147.3	22,839	28.6	12,927	223,011	10,674	Nil	8,416	19,093

* Information not available.

† Includes fuel used on steam coaches, internal combustion coaches and locomotives employed on miscellaneous services.

‡ Coal includes oil fuel and firewood @ 2½ Tons of wood = 1 ton of coal and 0.55 ton of oil fuel = 1 ton of coal.

Includes issues for Insein and Myituge workshops.

27 (b).—Statement of Coal† Consumption on Class I Railways for the years 1929-30 and 1930-31
—concl'd.

Railway.	Year.	Passenger and Total Mixed	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Depart- mental.	Total tons used on all Locomotive services.	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.		Water pumping Stations.	Electric generating Station.	Miscellaneous purposes.	Total (columns 11 to 13)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3' 3-3/8" GAUGE—concl'd.													
Eastern Bengal	1929-30	67,360	187.4	35,065	142.3	14,619	41.4	6,293	126,553	*	*	*	*
	1930-31	63,372	191.0	33,576	144.1	16,869	43.5	6,280	122,426	4,136	1	15,072	19,212
Jodhpur	1929-30	28,000	164.3	10,276	157.1	3,530	31.6	3,419	45,552	*	*	*	*
	1930-31	29,839	165.5	10,178	155.7	3,919	32.7	2,508	46,833	1,931	Nil	2,265	5,196
Madras and Southern Mahratta	1929-30	93,118	189.4	97,293	188.3	13,059	38.9	6,611	215,081	*	*	*	*
	1930-31	95,299	189.5	87,572	190.1	17,209	40.8	5,071	207,872	4,079	Nil	11,296	16,275
Nizam's State	1929-30	36,256	345.5	21,249	223.4	3,273	66.5	2,120	63,943	*	*	*	*
	1930-31	36,375	330.4	21,975	208.6	3,190	62.9	3,255	65,059	2,911	Nil	830	3,587
Rohilkhand and Kumaon	1929-30	24,281	189.6	4,144	147.3	2,716	23.0	3,332	34,523	*	*	*	*
	1930-31	25,108	192.8	6,023	142.5	2,985	31.3	2,343	36,952	2,246	1,433	5,862	9,041
South Indian	1929-30	113,988	183.2	46,675	137.6	10,613	32.3	17,512	132,795	*	*	*	*
	1930-31	113,227	185.7	43,971	126.9	8,618	31.9	12,319	178,683	3,167	302	14,049	17,5
TOTAL 3' 3-3/8" GAUGE	1929-30	805,733	199.7	484,029	155.2	131,912	34.9	66,161	1,469,252	*	*	*	*
	1930-31	798,518	197.4	429,165	154.9	124,221	35.6	67,164	1,427,746	63,543	16,862	116,726	187,144
2' 6" AND 2' 0" GAUGES.													
Bengal-Nagpur	1929-30	38,612	367.5	21,365	351.3	*		2,942	63,784	*	*	*	*
	1930-31	40,447	382.4	19,829	344.9	*		2,191	63,408	5,719	Nil	5,224	11,000
Bombay, Baroda and Central India.	1929-30	5,415	361.2	25	341.6	Nil		Nil	5,950	*	*	*	*
	1930-31	6,691	391.0	63	394.3	Nil		Nil	6,992	282	Nil	Nil	282
Eastern Bengal	1929-30	1,230	502.9	Nil	523.8	Nil		3	1,233	*	*	*	*
	1930-31	1,307	485.1	Nil	670.2	Nil		71	1,379	Nil	Nil	2	2
Great Indian Peninsula	1929-30	11,169	440.9	Nil	349.0	631		496	12,316	*	*	*	*
	1930-31	10,976	471.1	10	383.6	833		512	12,331	1,472	Nil	19	1,491
North-Western	1929-30	20,445	485.7	21,672	620.0	4,761		1,721	46,659	*	*	*	*
	1930-31	20,722	449.5	23,280	613.8	4,676		1,348	59,107	2,390	Nil	2,993	5,383
South Indian	1929-30	2,239	269.4	Nil	217.0	Nil		46	2,285	*	*	*	*
	1930-31	2,451	270.8	Nil	222.9	Nil		4	2,455	Nil	Nil	9	9
TOTAL 2' 6" & 2' 0" GAUGES	1929-30	79,151	392.1	43,562	432.1	5,392		5,197	134,177	*	*	*	*
	1930-31	82,594	408.5	43,182	442.6	5,503		4,016	136,762	9,926	Nil	8,247	18,167
TOTAL CLASS I RAILWAYS	1929-30	8,060,278	*	2,526,379	*	731,994	*	276,275	6,699,523	*	*	*	*
	1930-31	2,988,760	*	2,634,704	*	717,966	*	253,296	6,629,014	246,482	191,180	471,881	909,543

* Information not available.

† Including fuel used on steam coaches, internal combustion coaches and locomotives employed on miscellaneous services.

‡ Coal includes oil fuel and firewood, at 2½ tons of wood = 1 ton of coal and 0.55 ton of oil fuel = 1 ton of coal.

28.—Statement of Efficiency of Class 1 Railways for the years 1929-30 and 1930-31.

Railway.	Year.	GOODS AND PROPORTION OF MIXED.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		† per shunting engine hour.	‡ per engine hour.		(a) per engine hour.	(b) per train engine hour.
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal Nagpur	1929-30	426.0	151.0	1,596.0	3,549.0	8,410.0
	1930-31	423.0	162.0	1,535.0	3,657.0	8,606.0
Bombay, Baroda and Central India	1929-30	652.0	220.0	1,762.0	4,454.0	8,678.0
	1930-31	626.0	227.0	1,761.0	4,618.0	8,699.0
Eastern Bengal	1929-30	285.0	137.0	1,029.0	2,788.0	7,647.0
	1930-31	294.0	140.0	1,047.0	2,848.0	7,694.0
East Indian	1929-30	724.0	210.0	1,929.0	4,462.0	9,212.0
	1930-31	722.0	215.0	2,007.0	4,604.0	9,521.0
Great Indian Peninsula	1929-30	632.0	195.0	1,613.2	4,097.8	8,352.6
	1930-31	643.0	210.0	1,673.0	4,331.0	8,509.0
Madras and Southern Mahratta	1929-30	522.0	177.0	1,342.0	3,715.0	7,552.0
	1930-31	540.0	196.0	1,454.0	4,043.0	8,382.0
Nizam's State	1929-30	590.0	164.0	1,435.0	3,452.0	5,824.0
	1930-31	541.0	154.0	1,335.0	3,360.0	6,123.0
North Western	1929-30	662.2	201.2	1,573.3	4,122.3	7,464.8
	1930-31	685.0	213.0	1,712.0	4,470.0	8,293.0
South Indian	1929-30	303.0	94.0	710.0	2,097.0	5,539.0
	1930-31	322.0	101.0	719.0	2,194.0	5,677.0
Average for 5' 6" gauge	1929-30	584.6	187.5	1,628.6	3,962.0	8,250.9
	1930-31	594.6	197.2	1,677.6	4,122.1	8,539.7
3' 3½" GAUGE.						
Assam Bengal	1929-30	359.0	132.0	621.0	1,722.0	2,939.0
	1930-31	368.0	145.0	653.0	1,833.0	3,132.0
Bengal and North Western	1929-30	345.0	132.0	613.0	1,596.0	3,271.0
	1930-31	342.0	141.0	715.0	1,644.0	3,466.0
Bombay, Baroda and Central India	1929-30	735.0	214.0	1,005.0	2,400.0	3,992.0
	1930-31	754.0	221.0	1,036.0	2,505.0	4,227.0
Burma	1929-30	542.0	148.0	932.0	2,166.0	3,784.0
	1930-31	526.0	152.0	924.0	2,267.0	4,087.0
Eastern Bengal	1929-30	348.0	157.0	640.0	1,742.0	3,802.0
	1930-31	362.0	163.0	669.0	1,854.0	4,239.0
Jodhpur	1929-30	617.0	192.0	732.0	1,940.0	3,727.0
	1930-31	636.0	192.0	748.0	2,028.0	3,826.0
Madras and Southern Mahratta	1929-30	616.0	150.0	635.0	1,905.0	2,810.0
	1930-31	612.0	154.0	707.0	2,007.0	2,915.0
Nizam's State	1929-30	713.0	161.0	836.0	2,184.0	3,279.0
	1930-31	740.0	167.0	937.0	2,439.0	3,929.0
Rohilkund and Kumaon	1929-30	398.0	122.0	651.0	1,705.0	3,357.0
	1930-31	377.0	117.0	603.0	1,621.0	2,954.0
South Indian	1929-30	464.0	124.0	515.0	1,497.0	3,164.0
	1930-31	470.0	121.0	493.0	1,482.0	3,362.0
Average for 3' 3½" gauge	1929-30	495.5	153.0	739.8	1,905.4	3,411.2
	1930-31	499.1	157.6	763.4	1,979.1	3,613.5
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	1929-30	211.0	98.0	268.0	911.0	1,622.0
	1930-31	194.0	96.0	253.0	879.0	1,673.0
Bombay, Baroda and Central India	1929-30	276.2	33.9	88.6	666.4	1,098.8
	1930-31	290.0	35.0	74.0	630.0	970.0
Eastern Bengal	1929-30	*	*	*	*	*
	1930-31	963.0	25.0	21.0	199.0	386.0
Great Indian Peninsula	1929-30	464.1	122.4	356.3	1,230.9	1,505.6
	1930-31	450.0	129.0	337.0	1,194.0	1,456.0
North Western	1929-30	323.4	63.0	148.0	682.4	704.6
	1930-31	378.0	65.0	154.0	709.0	735.0
South Indian	1929-30	756.0	122.0	234.0	930.0	1,254.0
	1930-31	418.0	120.0	254.0	896.0	1,169.0

(a) Including weight of engine and departmental.
 (b) Excluding weight of engine and departmental.

* Figures not available.
 † Excluding departmental.
 ‡ Including departmental.

**29.—STATEMENT OF PRINCIPAL COMMODITIES
CARRIED BY CLASS I RAILWAYS AND THE
EARNINGS THEREFROM FOR 1930-31 (IN
HUNDREDS).**

H50CRAccts

29.—Statement of Principal Commodities carried by Class I

Railway.	I.—Fuel.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and home line constructions.			(3) Total.					
	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earn- ings.	Originat- ing on Home line whether local or Foreign.	Total.	Earn- ings.	Originat- ing on Home line whether local or Foreign.	Total.	Earn- ings.
	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur . . .	4,339.8	4,947.2	95,79.3	1,153.3	1,281.0	53,06.7	5,493.1	6,228.2	1,48,86.0	1.5	2.9	28.0
Bombay, Baroda and Central India. . .	1.1	345.8	19,41.8	Nil	17.2	3,55.1	1.1	363.0	22,96.9	14.6	14.7	2,77.1
Eastern Bengal . . .	9.9	1,356.3	29,30.6	4	67.7	2,81.9	10.3	1,424.0	32,12.5	13.5	13.6	50.0
East Indian . . .	8,475.0	9,108.7	2,44,82.9	2,671.5	3,117.2	1,75,63.8	11,146.5	12,225.9	5,20,46.7	5	10.6	1,99.6
Great Indian Peninsula	604.9	1,133.0	44,98.1	Nil	213.2	8,53.9	604.9	1,346.2	53,52.0	17.2	17.8	2,77.8
Madras and Southern Maharatta. . .	11.5	196.6	12,82.3	Nil	128.7	9,83.2	11.5	325.3	22,85.5	8.8	8.8	1,81.1
Nizam's State. . .	354.4	359.0	17,06.2	245.9	245.9	8,45.0	600.3	604.9	25,51.2	Nil	6	25.2
North Western . . .	80.7	992.6	30,40.2	4.6	4.6	2.9	85.3	997.2	30,43.1	39.2	39.2	7,91.1
South Indian . . .	Nil	17.2	2,45.1	5	5	29.7	5	17.7	2,74.8	2.5	4.4	2,88.3
Total . . .	13,877.3	18,456.4		4,076.2	5,076.0		17,953.5	23,532.4		97.8	112.6	
3' 3½" GAUGE.												
Assam Bengal . . .	33.2	166.6	5,08.6	8.0	13.5	26.2	41.2	180.1	5,34.8	2.7	4.8	40.6
Bengal and North West- ern. . .	7.3	330.7	9,19.5	2.1	3.6	4.1	9.4	334.3	9,23.6	Nil	Nil	Nil
Bombay, Baroda and Central India. . .	1.8	149.6	*	Nil	115.3	*	1.8	264.9	*	1	5.2	*
Burma . . .	71.9	71.9	7,78.1	1.3	1.3	6.0	73.2	73.2	7,84.1	17.9	17.9	3,28.2
Eastern Bengal . . .	9	295.0	*	Nil	47.6	*	9	342.6	*	Nil	1.3	*
Jodhpur . . .	1	10.2	16.5	Nil	Nil	Nil	1	10.2	16.5	1	1.5	22.7
Madras and Southern Maharatta. . .	15.3	35.9	*	19.4	50.8	*	34.7	86.7	*	6	4.8	*
Nizam's State. . .	1	69.4	*	Nil	Nil	*	1	69.4	*	Nil	1.7	*
Rohilkund and Kumaon	4	19.5	15.5	Nil	Nil	Nil	4	19.5	15.5	Nil	Nil	Nil
South Indian . . .	42.0	54.0	*	4	4	*	42.4	54.4	*	20.2	20.5	*
Total . . .	173.0	1,202.8		31.2	232.5		204.2	1,435.3		41.6	57.7	
2' 6" AND 2' 0" GAUGES.												
Bengal Nagpur . . .	53.1	77.5	*	5	7	*	53.6	78.2	*	Nil	2	*
Bombay, Baroda and Central India. . .	2	7.4	*	Nil	Nil	Nil	2	7.4	*	Nil	1	*
Eastern Bengal . . .	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Great Indian Peninsula	Nil	9.2	*	Nil	Nil	Nil	Nil	9.2	*	3	3	*
North Western . . .	18.7	34.7	*	Nil	Nil	Nil	18.7	34.7	*	Nil	1.1	*
South Indian . . .	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Total . . .	72.0	128.8		5	7		72.5	129.5		3	1.7	
Total, 1930-31 . . .	14,122.3	19,788.0	6,19,44.7	4,107.9	5,309.2	2,62,58.5	18,230.2	25,097.2	8,82,03.2	139.7	172.0	25,09.7
Total, 1929-30 . . .	15,419.2	21,578.4	6,74,83.0	4,256.8	5,608.5	2,76,80.9	19,676.0	27,186.9	9,51,63.9	115.5	149.7	20,48.1
Increase . . .	..	..	..	..	..	..	..	..	..	24.2	22.3	4,61.6
Decrease . . .	1,296.9	1,790.4	55,33.3	148.9	299.3	14,22.4	1,445.8	2,089.7	69,60.7	..	..	..

*Show under
†In these totals consignments passing over two or more
*Included under "Other Commodities"

Railways and the earnings therefrom for 1930-31. (In hundreds.)

Fuel.—contd.			II.—Heavy Merchandise.						
(5) Firewood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.			Railway.
Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	
14	15	16	17	18	19	20	21	22		23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
141.1	147.8	4,60.1	89.4	93.6	6,51.8	399.7	423.2	42,90.1	Bengal Nagpur,
89.5	127.3	4,92.7	9.2	10.8	58.2	76.0	87.9	18,30.5	Bombay, Baroda and Central
9.0	40.5	55.4	70.0	111.1	5,82.1	80.2	170.2	11,54.6	India.
65.9	84.0	2,28.7	125.6	134.8	4,18.0	255.5	350.7	21,78.4	Eastern Bengal.
138.3	153.3	3,81.9	4.4	5.7	39.8	62.1	168.1	13,98.5	East Indian.
101.7	125.1	7,82.6	41.4	61.0	5,45.5	230.6	274.8	45,50.7	Great Indian Peninsula.
51.4	51.4	1,80.6	†	†	†	50.4	84.5	11,17.6	Madras and Southern Mahratta.
397.1	398.2	11,69.7	33.7	35.2	1,90.1	268.6	290.2	33,98.6	Nizam's State.
34.6	43.5	4,17.2	11.2	77.4	10,96.6	29.9	114.5	23,48.5	North Western.
1,028.6	1,171.1		384.9	1,529.6		1,453.0	1,904.1		South Indian.
									Total.
									3' 3½" GAUGE.
1.7	1.7	5.1	79.3	81.0	4,81.6	100.6	115.5	9,19.1	Assam Bengal.
47.7	48.2	1,14.8	44.6	53.0	2,27.7	156.6	224.4	19,72.1	Bengal and North Western.
61.9	72.9	*	1	7	*	2.6	72.8	*	Bombay, Baroda and Central
99.6	99.6	3,42.8	486.6	486.6	22,47.6	787.0	787.0	55,81.7	India.
1.0	1.0	*	51.3	64.0	*	34.9	84.1	*	Burma.
7.2	8.0	19.8	2	3	1.5	1.5	17.2	1,82.9	Eastern Bengal.
89.3	90.6	*	35.7	40.8	*	111.4	167.8	*	Jodhpur.
8.7	8.9	*	†	†	†	11.4	23.0	*	Madras and Southern Mahratta.
160.9	161.0	3,31.3	8.1	8.2	39.1	6.6	9.0	41.4	Nizam's State.
75.6	76.1	*	149.6	154.9	*	197.1	211.0	*	Bohilkund and Kumaon.
553.6	1,568.0		855.5	1,839.5		1,409.7	1,711.6		South Indian.
									Total.
									2' 6" AND 2' 0" GAUGES.
49.8	49.9	*	7.4	8.2	*	30.6	44.4	*	Bengal-Nagpur.
17.0	17.5	*	1.0	1.1	*	4	6.7	*	Bombay, Baroda and Central
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	India.
1	1	*	Nil	1	*	1	6.1	*	Eastern Bengal.
2.3	8.0	*	1.6	1.8	*	24.4	31.2	*	Great Indian Peninsula.
8.2	8.2	*	1.1	1.2	*	2	3.5	*	North Western.
77.4	1,83.7		11.1	12.4		55.7	191.9		South Indian.
1,659.6	1,822.8	49,82.7	1,251.5	1,431.5	65,79.6	2,918.4	13,767.6	3,00,64.7	Total.
1,667.0	1,833.9	50,35.6	1,502.0	1,715.8	86,52.6	3,039.3	13,995.7	3,30,24.5	Total, 1930-31.
..	..	..	..	..	..	..	..	..	Total, 1929-30.
7.4	11.1	52.9	250.5	284.3	20,73.0	120.9	228.1	29,59.8	Increase.
									Decrease.

5' 6" gauge.
gauges or railways are considered as two or more separate consignments
being below the "prescribed minima."

29.—Statement of Principal Commodities carried by Class I

II.—Heavy mer-

Railway.	(3) Gram and pulse.			(4) Wheat.			(5) Jowar and Bajra.		
	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	25	26	27	28	29	30	31	32	33
24									
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	104.7	138.4	15,94.2	70.2	80.4	9,55.9	1.6	1.8	17.0
Bombay, Baroda and Central India	45.4	98.8	23,72.2	21.6	69.4	32,17.7	19.4	59.1	14,17.0
Eastern Bengal	52.9	64.3	6,54.7	Nil	Nil	Nil	Nil	Nil	Nil
East Indian	336.1	410.6	33,22.6	239.2	386.0	43,53.3	29.2	34.0	1,77.0
Great Indian Peninsula	205.0	329.6	51,25.0	88.3	216.8	25,14.6	119.3	155.6	15,01.4
Madras and Southern Mahratta . .	29.4	113.3	16,94.0	4.2	16.5	4,83.1	13.6	29.7	6,88.6
Nizam's State	23.1	60.4	7,52.2	7	13.3	2,37.2	18.7	20.6	3,12.9
North Western	268.7	306.4	29,96.4	1,230.3	1,245.7	1,34,45.1	60.6	67.1	6,44.6
South Indian	26.8	49.9	11,30.4	3.4	6.3	1,32.1	9.8	27.5	2,00.2
Total	1,092.1	1,571.7		1,657.9	12,034.4		272.2	1,395.4	
3' 3½" GAUGE.									
Assam Bengal	8.6	28.3	2,26.3	2.0	8.0	69.2	†	†	†
Bengal and North Western . . .	164.5	178.9	10,26.5	89.8	104.1	7,90.3	†	†	†
Bombay, Baroda and Central India	68.4	125.1	*	82.1	208.2	*	41.6	84.9	*
Burma	6.38	63.8	7,85.6	8.5	8.5	1,46.7	3	3	2.1
Eastern Bengal	19.4	67.9	*	Nil	Nil	Nil	Nil	Nil	Nil
Jodhpur	3.1	21.9	1,55.8	13.8	60.9	3,87.2	2.2	44.6	3,75.9
Madras and Southern Mahratta . .	20.8	91.6	*	23.1	35.2	*	45.9	59.9	*
Nizam's State	16.0	34.9	*	3.0	10.4	*	15.6	15.8	*
Rohilkund and Kumaon	40.9	44.1	2,14.6	48.4	49.8	1,68.7	8.7	8.9	39.1
South Indian	120.6	131.9	*	11.1	12.7	*	6.2	6.7	*
Total	626.3	1,786.4		281.8	1,497.8		120.5	1,221.1	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	21.6	28.1	*	14.7	18.6	*	9	1.2	*
Bombay, Baroda and Central India	1.3	2.3	*	4	3.0	*	7	2.2	*
Eastern Bengal	Nil	Nil	*	Nil	Nil	Nil	Nil	Nil	Nil
Great Indian Peninsula	2.9	7.1	*	2	7.3	*	8.3	8.5	*
North Western	15.3	19.9	*	3.6	20.3	*	1.6	2.0	*
South Indian	3.8	4.7	*	2	3	*	3.8	3.8	*
Total	44.4	102.1		19.1	149.5		15.3	17.7	
Total, 1930-31	1,662.8	12,420.2	2,20,50.5	1,958.8	12,581.7	2,69,01.1	408.0	1,634.2	53,75.8
Total, 1929-30	1,608.4	12,389.3	2,14,88.3	1,632.2	12,173.6	2,03,09.2	417.6	1,675.9	55,64.3
Increase	54.4	30.9	5,62.2	326.6	408.1	65,91.9	..	..	..
Decrease	..	..	..	..	..	..	9.6	41.7	1,88.5

* Shown under
† Included under "Other Commodities" being below
† In these totals consignments passing over two or more

Railways and the earnings therefrom for 1930-31 (In hundreds)—contd.

chandise—contd.									
(6) Other grains.			(7) Marble and Stone.			(8) Salt.			
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Railway.
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
2,2	3,1	24,8	50,3	57,4	1,42,0	94,7	144,0	16,53,2	Bengal Nagpur.
15,5	45,4	15,18,4	177,1	200,6	14,00,4	187,2	206,1	34,12,0	Bombay, Baroda and Central India.
11,5	24,3	2,77,3	3,2	34,0	92,6	76,7	100,5	9,28,3	Eastern Bengal.
68,6	83,3	5,36,8	539,4	657,9	14,44,0	268,0	343,3	24,86,2	East Indian.
25,8	57,0	5,91,7	278,5	367,1	13,24,2	116,9	249,2	29,76,0	Great Indian Peninsula.
21,3	41,5	5,21,7	45,8	49,2	4,75,5	59,3	71,5	12,30,7	Madras and Southern Mahratta.
†	†	†	76,9	77,3	3,19,9	1,0	39,2	5,97,5	Nizam's State.
208,5	225,4	21,59,7	863,4	880,2	15,21,6	185,7	212,1	19,34,2	North Western.
4,3	11,2	1,13,7	2,5	4,6	4,84,6	11,3	48,7	11,64,1	South Indian.
357,7	‡491,2		2,037,1	‡2,328,3		1,000,8	‡1,414,6		Total.
									3' 3½" GAUGE.
5	7	4,3	89,8	90,0	3,27,3	39,7	43,6	3,10,3	Assam Bengal.
101,1	110,2	5,50,9	6,3	11,1	48,9	8,1	150,8	8,35,2	Bengal and North Western.
39,5	106,6	*	142,3	222,5	*	125,0	215,9	*	Bombay, Baroda and Central India.
6,8	6,8	58,6	592,4	592,4	9,47,8	36,8	36,8	5,53,2	Burma.
3,7	26,3	*	1,8	5,9	*	3,7	73,9	*	Eastern Bengal.
3,5	36,2	2,61,2	150,0	156,9	3,66,1	56,6	58,1	2,62,9	Jodhpur.
15,6	23,8	*	49,0	58,0	*	12,8	79,5	*	Madras and Southern Mahratta.
†	†	†	4	9,4	*	1,1	23,8	*	Nizam's State.
33,2	33,4	1,54,9	2,2	4,0	10,2	9	27,0	1,63,3	Rohilkund and Kumaon.
3,4	5,3	*	205,8	207,5	*	133,9	135,8	*	South Indian.
207,3	‡349,3		1,240,0	‡1,357,7		418,6	‡844,3		Total.
									2' 6" AND 2' 0" GAUGES.
4	5	*	5,7	6,9	*	3,6	24,0	*	Bengal Nagpur.
1,4	3,3	*	1,1	6,9	*	NH	2,3	*	Bombay, Baroda and Central India.
NH	NH	NH	NH	NH	NH	NH	NH	NH	Eastern Bengal.
4	1,8	*	1,1	3,9	*	1	3,8	*	Great Indian Peninsula.
5,4	8,5	*	2,8	3,0	*	9	3,1	*	North Western.
3,8	3,8	*	NH	NH	NH	NH	3,3	*	South Indian.
11,4	‡17,9		10,7	‡20,7		4,6	‡36,5		Total.
576,4	‡858,4	67,74,0	3,287,8	‡3,706,7	89,05,1	1,424,0	‡2,295,4	1,85,08,0	Total, 1930-31.
716,0	‡1,120,7	82,93,1	3,452,2	‡3,927,4	98,44,0	1,472,2	‡2,413,8	1,96,32,0	Total, 1929-30.
..	..	..	..	..	..	..	..	..	Increase.
139,6	262,3	15,19,1	164,4	220,7	9,38,9	48,2	118,4	11,24,0	Decrease.

5' 6" gauge.
the "prescribed minima".
gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

II.—Heavy mer.

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.
	45	46	47	48	49	50	51	52	53
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	33,1	36,7	6,46,7	68,4	77,8	4,60,9	2,102,3	2,178,4	51,07,8
Bombay, Baroda and Central India	27,3	70,4	35,99,2	72,3	131,0	9,15,3	11,5	76,1	4,52,9
Eastern Bengal	49,4	54,3	6,84,0	14,5	30,2	2,31,5	Nil	Nil	Nil
East Indian	127,3	158,6	25,61,7	119,1	184,5	7,72,5	1	1,8	10,7
Great Indian Peninsula	112,2	141,0	22,31,1	107,1	138,5	5,63,7	1,5	138,5	13,02,1
Madras and Southern Mahratta . .	25,7	29,0	6,27,4	19,9	50,4	6,46,7	Nil	8,7	8,20,7
Nizam's State	2	7,7	1,57,0	13,8	15,3	1,82,4	†	†	†
North Western	207,3	284,0	76,68,6	190,5	230,3	9,28,2	Nil	15,7	2,25,1
South Indian	4,3	10,7	3,46,9	50,9	56,6	8,02,8	Nil	1	3,7
Total	586,8	1772,4		656,5	1914,6		2,115,4	124,19,3	
3' 3½" GAUGE.									
Assam Bengal	5,2	12,6	93,0	9,8	11,0	64,6	†	†	†
Bengal and North-Western	103,3	115,2	12,42,2	62,9	67,4	3,65,5	†	†	†
Bombay, Baroda and Central India	5,6	181,8	*	4,3	71,8	*	5	5	*
Burma	8,7	8,7	1,38,4	222,5	222,5	11,74,2	121,1	121,1	13,45,9
Eastern Bengal	2,4	30,9	*	14,8	24,5	*	Nil	Nil	Nil
Jodhpur	4	12,5	1,13,7	7	5,1	29,8	Nil	Nil	Nil
Madras and Southern Mahratta . .	2,2	27,7	*	31,1	49,1	*	152,4	153,4	*
Nizam's State	7	8,9	*	3,3	8,2	*	†	†	†
Rohilkund and Kumaon	32,7	41,3	1,97,9	100,5	100,8	3,38,2	Nil	Nil	Nil
South Indian	25,1	31,5	*	47,2	60,1	*	1	2	*
Total	186,3	1471,1		497,1	1620,5		274,1	1275,2	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	2,2	7,1	*	26,6	27,5	*	90,7	90,7	*
Bombay, Baroda and Central India	5	2,0	*	22,3	25,0	*	64,6	64,6	*
Eastern Bengal	Nil	Nil	Nil	Nil	1	*	Nil	Nil	Nil
Great Indian Peninsula	8	5,1	*	1,4	2,3	*	Nil	Nil	Nil
North Western	4	9,9	*	1,8	4,1	*	15,7	15,7	*
South Indian	Nil	4	*	4	8	*	Nil	Nil	Nil
Total	3,9	124,5		52,5	59,8		171,0	1171,0	
Total, 1930-31	777,0	11,263,0	2,03,07,8	1,206,1	11,594,9	74,76,3	2,560,5	12,865,5	92,68,9
Total, 1929-30	818,1	11,291,3	2,03,15,8	1,346,2	11,761,6	84,81,8	3,418,7	13,939,4	1,46,94,8
Increase	..	..	..	..	..	..	..	..	..
Decrease	41,1	23,3	8,0	140,1	166,7	10,05,5	858,2	1,073,9	54,25,

* Shown under
† Included under "Other Commodities" being
† In these totals consignments passing over two or more

Railways and the earnings therefrom for 1930-31 (In hundreds)—contd.

Merchandise—contd.

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
114.6	167.9	21,07.1	7	10.3	3,88.8	4.1	4.1	1,40.6	Bengal Nagpur.
106.8	210.5	36,68.6	113.1	202.9	66,97.1	11.4	11.5	3,39.2	Bombay, Baroda and Central India.
9.3	22.3	2,67.7	1	3	2.5	26.8	26.9	2,34.4	Eastern Bengal.
277.4	483.1	44,04.3	16.2	39.9	6,35.1	Nil	13.8	7,10.0	East Indian.
387.7	698.6	91,94.2	265.0	442.5	1,74,19.6	21.4	22.4	6,04.6	Great Indian Peninsula.
222.1	519.9	1,05,17.3	20.8	34.1	15,15.6	25.9	26.0	8,22.2	Madras and Southern Mahratta.
109.6	138.0	22,71.5	5.2	15.3	15,87.7	Nil	3.0	80.8	Nizam's State.
290.6	335.9	31,70.0	219.2	244.4	90,82.2	13.7	13.7	6,43.6	North Western.
47.2	100.0	26,48.0	15.7	17.5	3,76.6	3	11.3	7,51.1	South Indian.
1,565.3	2,676.2		656.0	1,007.2		103.6	132.7		Total.
									3' 3½" GAUGE.
7.2	8.5	60.0	†	†	†	30.1	30.6	6,26.0	Assam Bengal.
188.9	197.7	12,27.4	†	†	†	1.5	4.6	1,09.1	Bengal and North Western.
115.5	240.2	*	81.9	104.5	*	4	4.4	*	Bombay, Baroda and Central India.
28.8	28.8	2,33.5	Nil	Nil	Nil	1.9	1.9	1,10.1	Burma.
25.8	40.0	*	Nil	Nil	Nil	3	4.8	*	Eastern Bengal.
17.2	24.5	1,80.9	10.8	21.3	4,46.3	4	1.5	62.1	Jodhpur.
365.9	458.6	*	49.1	59.4	*	5.2	5.2	*	Madras and Southern Mahratta.
161.6	162.1	*	70.2	70.3	*	Nil	Nil	Nil	Nizam's State.
25.8	26.4	1,24.9	6	1.5	8.0	Nil	1.2	21.5	Rohilkund and Kumaon.
168.4	229.2	*	18.2	24.7	*	15.1	15.1	*	South Indian.
1,105.1	1,416.0		230.8	281.7		54.9	69.3		Total.
									2' 6" AND 2' 0" GAUGES.
22.2	23.7	*	2.6	3.2	*	Nil	6	*	Bengal Nagpur.
16.6	19.4	*	11.9	12.0	*	Nil	Nil	Nil	Bombay, Baroda and Central India.
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Eastern Bengal.
42.9	43.4	*	62.6	62.7	*	Nil	1	*	Great Indian Peninsula.
2.2	4.1	*	Nil	Nil	Nil	Nil	Nil	Nil	North Western.
5.8	6.1	*	Nil	Nil	Nil	Nil	Nil	Nil	South Indian.
89.7	96.7		77.1	77.9		Nil	7		Total.
2,760.1	4,188.9	4,00,75.4	963.9	1,366.8	3,81,59.5	158.5	202.7	52,55.3	Total, 1930-31.
2,787.8	4,205.6	3,94,86.3	1,048.3	1,498.2	4,29,32.8	134.8	172.8	40,91.8	Total, 1929-30.
..	..	5,89.1	..	..	..	23.7	29.9	11,63.5	Increase.
27.7	16.7	..	84.4	131.4	47,73.3	..	..	..	Decrease.

5' 6" gauge, below the "prescribed minima."

gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

Railway.	II. Heavy Merchandise— <i>conold.</i>								
	(15) Kerosine oil (in bulk).			(16) Molasses (in bulk).			(17) Total heavy merchandise. (Items 1 to 16)		
	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.
	65	66	67	68	69	70	71	72	73
64									
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	24.0	27.3	5,42.0	NH	4	8.2	3,160.0	3,444.8	1,87,31.1
Bombay, Baroda and Central India	10.5	10.6	2,18.8	1	1	9.4	904.4	1,491.2	3,11,27.8
Eastern Bengal	63.2	63.2	2,43.2	NH	NH	28.1	457.8	701.6	53,81.0
East Indian	NH	37.8	8,08.0	3	3	5.2	2,402.0	3,320.4	2,48,23.8
Great Indian Peninsula	28.6	28.8	5,81.4	1.6	1.8	11.6	1,825.4	3,161.2	4,73,79.5
Madras and Southern Mahratta . .	34.2	34.2	6,44.2	NH	1	4	794.2	1,359.9	2,57,84.3
Nizam's State	1	4.2	59.2	NH	NH	NH	299.7	478.8	76,75.9
North Western	10.1	10.1	2,46.7	5	5	4.4	4,051.4	4,376.9	4,82,69.1
South Indian	7.9	12.4	5,27.1	NH	NH	NH	225.5	548.7	1,21,26.4
Total	178.6	1228.6		2.5	13.2		14,120.4	18,883.5	
3' 3½" GAUGE.									
Assam Bengal	13.1	14.1	1,83.2	4.7	5.4	45.6	390.8	449.3	34,10.5
Bengal and North Western	14.9	53.3	5,09.3	10.7	10.7	71.5	953.2	1,270.4	80,76.6
Bombay, Baroda and Central India	2	2.6	*	1	1.4	*	710.1	1,643.9	*
Burma	9	9	14.5	NH	NH	NH	2,366.1	2,366.1	1,33,39.9
Eastern Bengal	1	7.2	*	7.3	7.3	*	165.5	435.9	*
Jodhpur	NH	6	11.3	NH	NH	NH	260.4	461.6	28,37.6
Madras and Southern Mahratta . .	12.8	13.4	*	NH	NH	NH	933.0	1,323.2	*
Nizam's State	NH	7	*	NH	NH	NH	283.3	367.5	*
Rohilkund and Kumaon	NH	NH	NH	NH	NH	NH	308.6	355.6	15,21.8
South Indian	38.4	38.4	*	NH	NH	NH	1,140.2	1,265.0	*
Total	80.4	1131.2		22.8	124.8		7,511.2	19,947.5	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	1	3.4	*	NH	NH	NH	229.3	288.1	*
Bombay, Baroda and Central India	NH	NH	NH	NH	NH	NH	122.2	150.8	*
Eastern Bengal	NH	NH	NH	NH	NH	NH	NH	1	*
Great Indian Peninsula	NH	NH	NH	NH	NH	NH	120.8	152.2	*
North Western	NH	NH	NH	NH	NH	NH	75.7	123.6	*
South Indian	NH	NH	NH	NH	NH	NH	18.6	27.9	*
Total	1	13.4		NH	NH		568.6	1742.7	
Total, 1930-31	259.1	1363.2	45,88.9	25.3	128.0	1,84.4	22,198.2	129,573.7	25,04,75.3
Total, 1929-30	243.8	1334.6	41,06.5	25.7	134.4	2,36.5	23,663.3	131,650.1	26,11,47.3
Increase	15.3	28.6	4,83.4	..	..	..	..	..	..
Decrease	..	..	..	4	6.4	46.1	1,465.1	2,076.4	1,06,72.0

* Shown under

† In these totals consignments passing over two or more

Railways and the earnings therefrom for 1930-31 (In hundreds)—contd.

III. Light Merchandise.									
(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			Railway.
Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
3	6	10,4	18,3	59,3	15,36,8	27,7	35,5	1,83,5	Bengal Nagpur.
8,5	11,6	2,74,9	88,7	97,2	67,27,2	149,4	165,9	10,35,0	Bombay, Baroda and Central India.
7	2,4	35,5	18,2	19,8	5,02,3	34,6	55,3	1,60,6	Eastern Bengal.
9,8	12,9	1,63,8	65,2	97,9	23,57,4	140,1	162,5	8,00,0	East Indian.
15,8	18,6	2,38,0	121,3	160,8	45,59,7	89,2	127,6	7,69,5	Great Indian Peninsula.
4,8	8,8	2,93,1	20,7	49,4	13,12,5	21,6	41,1	4,47,8	Madras and Southern Mahratta.
1,6	1,6	15,6	1,4	17,4	4,15,1	†	†	†	Nizam's State.
33,3	37,3	4,30,5	53,9	91,8	31,50,3	116,2	159,0	8,59,6	North Western.
4,9	7,6	1,54,0	13,9	22,3	7,64,5	5,5	13,0	2,08,0	South Indian.
79,7	†101,4		406,6	†615,9		584,3	†759,9		Total.
									3' 3½" GAUGE.
3,0	3,0	48,0	8	6,5	83,6	6,2	7,7	30,5	Assam Bengal.
†	†	†	19,9	50,5	10,83,3	29,4	30,6	1,33,9	Bengal and North Western.
12,2	20,3	*	74,6	108,9	*	16,6	30,2	*	Bombay, Baroda and Central India.
Nil	Nil	Nil	16,1	16,1	4,25,2	78,3	78,3	3,14,5	Burma.
7	1,0	*	3	10,9	*	11,0	17,0	*	Eastern Bengal.
11,8	12,0	82,9	8	10,1	1,68,3	5,4	7,2	38,4	Jodhpur.
15,5	16,4	*	17,8	32,0	*	36,8	42,6	*	Madras and Southern Mahratta.
5	5	*	2,8	6,5	*	†	†	†	Nizam's State.
6	1,0	4,4	2,3	10,5	88,6	10,0	10,6	46,1	Rohilkund and Kumaon.
9,0	9,9	*	32,2	39,7	*	21,1	24,6	*	South Indian.
53,3	†64,1		167,6	†291,7		215,7	†248,8		Total.
									2' 6" AND 2' 0" GAUGES.
1	1	*	2,6	7,5	*	2,9	4,5	*	Bengal Nagpur.
2,1	2,7	*	3	8	*	3,0	3,4	*	Bombay, Baroda and Central India.
Nil	Nil	Nil	Nil	1	*	Nil	Nil	Nil	Eastern Bengal.
1	1	*	1,0	2,9	*	8	4,8	*	Great Indian Peninsula.
Nil	2	*	2	3,4	*	2,5	6,6	*	North Western.
1	1	*	Nil	3	*	7	7		South Indian.
2,4	†3,2		4,1	†15,0		9,9	†20,0		Total.
135,4	†168,7	17,51,1	578,3	†922,6	2,31,79,8	809,9	†1,028,7	50,27,4	Total, 1930-31.
169,9	†202,3	20,76,4	605,0	†949,7	2,40,57,3	953,2	†1,232,0	61,20,4	Total, 1929-30.
..	..	..	..	..	..	..	..	..	Increase.
34,5	33,6	3,25,3	26,7	27,1	8,77,5	143,3	203,3	10,93,0	Decrease.

5' 6" gauge.
gauges or railways are considered as two or more separate consignments.
†Included under "Other Commodities" being below the "prescribed minima."

29.—Statement of Principal Commodities carried by Class I

Railway.	III. Light								
	(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc. (Not in bulk)			(6) Jute, raw.		
	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.
	85	86	87	88	89	90	91	92	93
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	19.1	43.0	6,35.3	4.4	18.4	2,35.3	14.1	36.5	3,81.5
Bombay, Baroda and Central India	26.2	38.9	9,22.2	5.5	53.4	18,00.4	Nil	Nil	Nil
Eastern Bengal	8.2	34.5	4,89.3	22.3	26.4	3,52.8	355.1	813.1	1,19,00.2
East Indian	103.8	147.9	13,80.0	139.5	154.2	12,56.6	19.9	63.4	3,40.6
Great Indian Peninsula	69.4	99.7	11,61.9	30.1	122.8	11,38.5	Nil	Nil	Nil
Madras and Southern Mahratta	53.9	83.4	10,74.2	40.1	51.6	8,61.8	Nil	Nil	Nil
Nizam's State	2.2	8.5	1,23.1	5	13.1	2,49.8	†	†	†
North Western	67.5	92.7	11,45.9	139.0	179.2	14,78.4	†	†	†
South Indian	44.7	48.8	8,67.3	7.3	9.2	2,86.5	Nil	1	4.8
Total	395.0	1597.4		388.7	1628.3		389.1	1913.1	
3' 3½" GAUGE.									
Assam Bengal	23.8	31.8	2,32.4	4.6	11.5	76.2	135.4	139.4	9,56.8
Bengal and North Western	572.9	578.3	8,95.1	119.1	125.3	10,01.6	†	†	†
Bombay, Baroda and Central India	45.7	57.6	*	3.4	143.8	*	Nil	Nil	Nil
Burma	101.7	101.7	12,16.6	23.0	23.0	2,98.4	Nil	Nil	Nil
Eastern Bengal	4.0	50.9	*	5.3	28.3	*	464.0	507.1	*
Jodhpur	2.1	5.8	43.8	5	13.5	1,03.3	Nil	1	2
Madras and Southern Mahratta	31.1	37.6	*	58.2	68.0	*	Nil	Nil	Nil
Nizam's State	8	3.0	*	8	9.7	*	†	†	†
Rohilkund and Kumaon	21.9	22.4	88.0	79.6	79.8	4,73.9	Nil	Nil	Nil
South Indian	51.4	72.2	*	26.9	30.7	*	1	2	*
Total	855.4	1961.3		321.4	1533.6		599.5	1646.8	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	2.3	4.2	*	1.0	3.8	*	Nil	Nil	Nil
Bombay, Baroda and Central India	1.0	1.8	*	2	2.1	*	Nil	Nil	Nil
Eastern Bengal	1	1	*	Nil	Nil	Nil	Nil	Nil	Nil
Great Indian Peninsula	4	1.2	*	13.4	15.1	*	Nil	Nil	Nil
North Western	18.4	20.3	*	7	4.3	*	Nil	Nil	Nil
South Indian	3	1.0	*	2	2	*	Nil	Nil	Nil
Total	22.5	128.6		15.5	125.5		Nil	1 Nil	
Total, 1930-31	1,272.9	11,587.3	1,02,75.1	725.6	11,187.4	96,13.5	988.6	11,559.9	1,35,84.1
Total, 1929-30	1,279.5	11,595.6	1,07,95.1	693.2	11,129.2	93,29.5	1,036.1	11,669.3	1,46,35.6
Increase	..	..	..	32.4	58.2	284.0	..	..	..
Decrease	6.6	8.3	5,20.0	..	..	..	47.5	109.4	10,51.5

* Shown under

† In these totals consignments passing over two or more

† Included under "Other Commodities" being below the "prescribed minima."

Railways and the earnings therefrom for 1930-31. (In hundreds.)

Merchandise—contd.

(7) Iron and Steel, wrought.			(8) Kerosine oil in tins.			Railway.
Originat- ing on Home line whether local or Foreign. 94	Total. 95	Earnings. 96	Originat- ing on Home line whether local or Foreign. 97	Total. 98	Earn- ings. 99	
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
298,7	323,0	16,72,7	28,2	31,8	4,92,1	Bengal-Nagpur.
93,2	104,0	29,16,0	45,6	46,0	9,29,6	Bombay, Baroda and Central India.
46,0	116,5	7,54,7	139,9	143,1	10,01,8	Eastern Bengal.
172,5	331,3	35,49,0	6,1	96,3	18,71,2	East Indian.
130,0	215,4	29,86,6	60,5	64,2	12,36,6	Great Indian Peninsula.
54,6	89,3	14,79,4	40,8	40,9	8,50,0	Madras and Southern Mahratta.
2,5	21,9	3,75,7	4	6,3	1,33,8	Nizam's State.
157,9	203,4	48,43,7	69,2	69,8	17,37,9	North Western.
3,7	23,4	6,36,3	3,4	20,5	4,06,6	South Indian.
959,1	11,428,2		394,1	1518,9		Total.
						3' 3½" GAUGE.
24,2	33,5	3,76,9	84,8	94,9	10,89,9	Assam Bengal.
15,3	34,4	3,09,5	2,1	6,4	51,9	Bengal and North Western.
13,2	77,3	*	2,3	21,8	*	Bombay, Baroda and Central India.
37,3	37,3	4,72,4	33,0	33,0	4,24,1	Burma.
3,0	21,8	*	6,5	50,2	*	Eastern Bengal.
1,4	14,3	2,60,1	Nil	6,9	1,31,1	Jodhpur.
10,7	49,2	*	25,7	34,3	*	Madras and Southern Mahratta.
2,1	12,4	*	2	6,3	*	Nizam's State.
3,4	10,4	52,7	1,7	4,9	24,1	Rohilkund and Kumaon.
38,5	49,4	*	38,4	38,6	*	South Indian.
150,0	1340,0		194,7	1297,3		Total.
						2' 6" AND 2' 0" GAUGES.
3,2	8,7	*	1,5	6,6	*	Bengal-Nagpur.
4	3,1	*	2	2,4	*	Bombay, Baroda and Central India.
Nil	2	*	Nil	Nil	Nil	Eastern Bengal.
2,4	6,1	*	2,0	4,7	*	Great Indian Peninsula.
1,0	8,5	*	1	3,2	*	North Western.
Nil	4	*	1	1,3	*	South Indian.
7,0	127,0		3,9	118,2		Total.
1,116,1	11,795,2	2,06,82,7	592,7	834,4	1,03,80,1	Total, 1930-31.
1,306,1	12,076,6	2,46,22,8	671,9	1,066,2	1,28,09,3	Total, 1929-30.
..	..	..	..	..	..	Increase.
190,0	281,4	39,40,1	79,2	131,8	24,29,2	Decrease.

5' 6" gauge.
gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

III.—Light

Railway.	(9) Petrol in tins.			(10) Tobacco.		
	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.
	102	103	104	105	106	107
101						
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	5,0	5,0	94,4	10,7	28,2	5,82,8
Bombay, Baroda and Central India	6,0	6,1	2,14,8	33,7	39,2	10,29,6
Eastern Bengal	10,0	27,4	6,45,9	10,9	28,4	7,44,9
East Indian	4,3	9,3	2,49,9	22,1	46,5	7,35,4
Great Indian Peninsula	12,9	14,1	3,06,5	8,4	34,1	7,00,5
Madras and Southern Mahratta	10,9	11,0	3,72,5	30,7	45,6	10,90,8
Nizam's State	5	1,9	61,1	6	4,3	1,34,7
North Western	30,7	30,7	13,04,8	24,4	32,0	6,39,9
South Indian	2,3	6,4	2,23,6	16,8	20,4	4,79,5
Total	82,6	111,9		158,3	1278,7	
3' 3½" GAUGE.						
Assam Bengal	3,3	4,0	62,2	1,9	9,5	1,33,5
Bengal and North Western	4	5	5,3	36,1	39,3	5,18,7
Bombay, Baroda and Central India	5,5	8,5	*	11,3	25,0	*
Burma	11,9	11,9	4,12,6	19,9	19,9	2,11,9
Eastern Bengal	3	21,6	*	21,7	36,5	*
Jodhpur	3	1,4	49,1	5	3,5	62,6
Madras and Southern Mahratta	6,0	9,0	*	22,4	26,8	*
Nizam's State	3	1,6	*	1,1	3,3	*
Rohilkund and Kumaon	6	1,6	13,5	2,6	3,8	36,5
South Indian	9,6	10,1	*	11,6	20,7	*
Total	38,2	170,2		129,1	1188,3	
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	4	8	*	1,5	4,3	*
Bombay, Baroda and Central India	Nil	3	*	1	3	*
Eastern Bengal	Nil	Nil	Nil	Nil	2	*
Great Indian Peninsula	Nil	7	*	1	6	*
North Western	2	2,7	*	1	1,4	*
South Indian	Nil	3	*	Nil	7	*
Total	6	14,8		1,8	17,5	
Total, 1930-31	121,4	1186,9	40,16,2	289,2	1474,5	71,01,3
Total, 1929-30	126,6	1165,7	35,70,2	331,2	1553,7	81,36,6
Increase	..	21,2	4,46,0	..	..	..
Decrease	5,2	..	..	42,0	79,2	10,35,3

* Shown under
‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for 1930-31 (In hundreds)—contd.

Merchandise—concl'd.

(11) Provisions.			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12)			Railway.
Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	
108	109	110	111	112	113	114	115	116	117
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
80,0	127,5	20,85,4	22,7	25,3	96,7	529,2	734,1	80,06,9	Bengal-Nagpur.
70,9	108,1	28,78,6	5,0	7,4	55,3	532,7	677,8	1,87,83,6	Bombay, Baroda and Central India.
27,3	82,3	22,58,2	8,1	8,6	65,5	681,3	1,357,8	1,89,11,7	Eastern Bengal.
86,4	147,5	29,94,4	12,7	17,5	1,09,0	782,4	1,287,2	1,58,07,3	East Indian.
111,6	196,2	36,08,0	13,1	17,3	65,4	662,3	1,070,8	1,67,70,6	Great Indian Peninsula.
62,0	139,1	30,68,8	17,1	20,2	86,2	357,2	580,4	1,09,37,1	Madras and Southern Mahratta.
7,4	32,8	5,85,4	†	†	†	17,1	107,8	20,94,3	Nizam's State.
84,5	105,2	28,35,6	†	†	†	781,6	1,001,1	1,84,26,6	North Western.
79,9	114,1	28,80,6	14,3	25,5	3,49,4	197,0	311,3	72,61,1	South Indian.
610,0	1,052,8		93,3	121,8		4,540,8	7,123,3		Total.
91,5	116,8	21,00,0	1,9	13,1	1,26,3	381,4	471,7	53,21,3	3' 3½" GAUGE. Assam Bengal.
79,9	96,2	10,68,8	6,6	8,0	49,3	881,7	969,5	51,14,4	Bengal and North Western.
32,1	81,3	*	2,4	3,8	*	219,3	578,5	*	Bombay, Baroda and Central India.
94,2	94,2	19,82,2	9	9	2,5	416,3	416,3	57,60,4	Burma.
28,1	91,4	*	3	7,0	*	547,0	843,7	*	Eastern Bengal.
4,3	13,6	1,84,2	NH	1	9	27,1	88,5	11,24,9	Jodhpur.
75,0	118,6	*	2,4	5,2	*	301,6	439,7	*	Madras and Southern Mahratta.
5,5	13,5	*	†	†	†	14,1	56,8	*	Nizam's State.
4,9	8,2	61,8	1,3	1,3	4,3	128,9	154,5	8,93,9	Rohilkund and Kumaon.
108,4	147,7	*	27,5	48,0	*	372,7	491,8	*	South Indian.
521,9	781,6		43,3	187,4		3,290,1	7,451,0		Total.
9,2	14,9	*	4	6	*	25,1	56,0	*	2' 6" AND 2' 0" GAUGES. Bengal-Nagpur.
4,0	5,8	*	NH	NH	NH	11,3	22,7	*	Bombay, Baroda and Central India.
9	9	*	NH	NH	NH	1,0	1,5	*	Eastern Bengal.
4	4,1	*	NH	NH	NH	20,6	40,3	*	Great Indian Peninsula.
3,7	7,1	*	NH	NH	NH	26,9	57,7	*	North Western.
4,4	5,3	*	8	8	*	6,6	11,1	*	South Indian.
22,6	138,1		1,2	11,4		91,5	189,3		Total.
1,154,5	1,872,4	2,85,92,0	137,8	210,6	110,10,8	7,922,4	11,828,6	13,52,14,1	Total, 1930-31.
1,173,4	1,899,4	2,89,03,2	182,4	274,8	13,65,1	8,528,5	12,714,5	14,64,21,5	Total, 1929-30.
..	..	..	..	..	..	..	..	..	Increase.
18,9	27,0	3,11,2	44,6	64,2	3,54,3	606,1	886,9	1,12,07,4	Decrease.

5' 6" gauge:

gauges or railways are considered as two or more separate consignments.
† Included under "Other Commodities" being below the "prescribed minima."

29.—Statement of Principal Commodities carried by Class I

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise). (Heads II, III and IV).			VI.—Military Traffic.		
	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.
118	119	120	121	122	123	124	125	126	127
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	1,218.1	1,402.6	89,75.4	4,907.3	5,581.5	3,57,13.4	2.5	6.1	69.7
Bombay, Baroda and Central India.	539.4	652.8	1,11,08.1	1,976.5	2,821.8	6,10,19.5	1.9	2.7	77.4
Eastern Bengal	372.9	542.0	27,07.1	1,512.0	2,601.4	2,69,99.8	7.3	10.9	17.3
East Indian	1,410.3	1,907.0	1,58,77.2	4,594.7	6,514.6	5,65,08.3	58.7	82.2	5,79.0
Great Indian Peninsula . . .	1,296.8	1,631.7	1,56,18.4	3,784.5	5,863.7	7,97,68.5	35.8	60.0	6,75.8
Madras and Southern Mahratta	248.4	502.5	77,72.9	1,399.8	2,442.8	4,44,94.3	2.4	5.7	97.1
Nizam's State	61.9	148.5	18,68.7	378.7	735.1	1,16,38.9	2.1	13.7	96.2
North Western	1,282.3	1,586.2	1,76,20.7	6,115.3	6,964.2	8,43,06.4	160.0	192.1	15,01.9
South Indian	170.8	299.0	61,21.6	593.3	1,159.0	2,55,09.1	7	2.0	51.5
Total	6,600.9	†8,672.3		25,262.1	†34,684.1		271.4	†375.4	
3' 3½" GAUGE.									
Assam Bengal	65.7	97.8	10,60.4	837.9	1,018.8	97,92.2	1	9	1.5
Bengal and North Western . .	181.2	302.8	21,22.8	2,016.1	2,551.7	1,53,13.8	2.0	2.0	5.2
Bombay, Baroda and Central India.	166.8	383.8	*	1,096.2	2,606.2	*	1.4	8.4	*
Burma	535.3	535.3	52,48.3	3,317.7	3,317.7	2,43,48.6	8.8	8.8	41.8
Eastern Bengal	38.7	130.4	*	751.2	1,410.0	*	Nil	7	*
Jodhpur	67.6	116.9	9,95.6	355.1	667.0	49,58.1	Nil	5	15.7
Madras and Southern Mahratta	191.4	293.6	*	1,426.0	2,056.5	*	3.6	5.3	*
Nizam's State	40.1	63.7	*	337.5	488.0	*	1.7	4.6	*
Rohilkund and Kumaon	62.6	89.9	4,29.7	500.1	600.0	28,45.4	2.9	3.1	16.9
South Indian	285.8	371.3	*	1,798.7	2,128.1	*	4.2	5.5	*
Total	1,635.2	†2,385.5		12,436.5	†16,844.0		24.7	†39.8	
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	69.4	97.3	*	323.8	441.4	*	3	7	*
Bombay, Baroda and Central India.	10.1	15.7	*	143.6	189.2	*	Nil	Nil	Nil
Eastern Bengal	1	2	*	1.1	1.8	*	Nil	Nil	Nil
Great Indian Peninsula	4.9	16.8	*	146.3	209.3	*	Nil	Nil	Nil
North Western	63.3	116.7	*	165.9	298.0	*	12.2	27.6	*
South Indian	4.4	8.6	*	29.6	47.6	*	Nil	Nil	Nil
Total	152.2	†255.3		810.3	†1,187.3		12.5	†28.3	
Total, 1930-31	8,388.3	†11,313.1	9,75,26.9	38,508.9	†52,715.4	48,32,16.3	308.6	†443.5	32,47.0
Total, 1929-30	9,443.4	†12,649.8	10,63,78.9	41,635.2	†57,014.4	51,39,47.7	340.1	†481.3	37,93.3
Increase	..	..	..	..	..	..	..	..	..
Decrease	1,055.1	1,336.7	88,52.0	3,126.3	4,299.0	3,07,31.4	31.5	37.8	5,43.3

* Shown under

† In these totals consignments passing over two or more

Railways and the earnings therefrom for 1930-31. (In hundreds.)

VII.—Live Stock.			VIII.—Railway Materials.			IX.—Materials and Stores on Revenue Account.			Railway.
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	(1) Fuel.			
						Originating on Home line whether local or Foreign.	Total.	Earnings.	
128	129	130	131	132	133	134	135	136	137
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
10,1	12,0	1,51,5	350,4	384,2	17,14,2	821,9	821,3	23,37,8	Bengal-Nagpur.
27,4	45,1	20,56,7	190,8	203,4	6,54,4	23,4	269,7	11,84,3	Bombay, Baroda and Central India.
8	1,0	42,2	174,3	202,0	3,89,6	7,8	319,1	9,11,2	Eastern Bengal.
26,6	36,2	13,46,0	656,8	673,2	9,78,9	1,622,8	1,622,8	54,06,2	East Indian.
15,0	16,8	2,90,3	816,3	856,5	9,01,0	279,0	842,7	25,90,8	Great Indian Peninsula.
7,6	7,8	2,50,7	46,3	88,0	4,21,2	110,2	383,7	11,87,3	Madras and Southern Mahratta.
<i>Nil</i>	2	11,4	73,5	86,0	1,51,8	171,4	171,4	4,17,4	Nizam's State.
25,8	27,0	4,44,3	2,187,4	2,194,3	15,64,8	94,3	1,322,2	47,20,1	North Western.
2,2	2,4	1,35,8	210,3	215,2	1,86,7	39,2	106,9	3,67,0	South Indian.
115,5	1148,5		4,706,1	4,902,8		3,170,0	15,859,8		Total.
3' 3½" GAUGE.									
2,8	2,9	34,1	240,4	250,0	2,48,3	72,2	112,0	1,82,2	Assam Bengal.
5,8	8,1	1,10,9	60,5	62,6	82,9	42,0	282,8	5,90,4	Bengal and North Western.
26,6	28,6	*	176,8	200,3	*	10,1	277,1	*	Bombay, Baroda and Central India.
12,3	12,3	3,87,4	58,5	58,5	1,09,8	302,8	302,8	7,62,2	Burma.
1,5	2,9	*	106,2	113,3	*	13,0	147,2	*	Eastern Bengal.
2,2	2,2	18,9	76,9	85,2	1,13,9	3,0	62,4	1,27,6	Jodhpur.
4,0	4,2	*	14,6	37,5	*	194,1	196,9	*	Madras and Southern Mahratta.
3	3	*	68,7	72,1	*	8	46,0	*	Nizam's State.
6	8	8,5	73,9	75,5	2,20,5	45,5	45,5	15,9	Rohilkund and Kumaon.
3,3	3,7	*	695,1	699,1	*	217,4	217,4	*	South Indian.
59,4	166,0		1,571,6	1,654,1		900,9	11,690,1		Total.
2' 6" AND 2' 0" GAUGES.									
1	1	*	21,2	23,4	*	53,7	53,7	*	Bengal-Nagpur.
2	2	*	2,3	3,2	*	2	3	*	Bombay, Baroda and Central India.
<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	3,7	3,7	*	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	Eastern Bengal.
<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	6,8	6,8	*	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	Great Indian Peninsula.
2	3	*	37,0	38,5	*	27,0	27,1	*	North Western.
<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	1	1	*	South Indian.
5	16		71,0	175,6		81,0	181,2		Total.
175,4	1215,1	52,88,7	6,348,7	16,632,5	77,38,0	4,151,9	17,631,1	2,08,00,4	Total, 1930-31.
200,8	1246,8	62,55,7	6,382,3	16,831,1	94,13,4	4,404,2	17,992,5	2,21,80,3	Total, 1929-30.
..	..	..	..	..	..	..	..	..	Increase.
25,4	31,7	9,67,0	33,6	198,6	16,75,4	252,3	361,4	13,79,9	Decrease.

5' 6" gauge.
gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for 1929-30 (In hundreds)—concl'd.

Railway.	IX.—Materials and Stores on Revenue Account—concl'd.						X.—Total—All Commodities. (Heads I (3) to (5), and V to IX).		
	(2) General Stores and materials.			(3) Total.					
	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.
138	139	140	141	142	143	144	145	146	147
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	723,1	726,0	3,79,2	1,545,0	1,547,3	27,17,0	12,451,0	13,910,0	5,57,39,9
Bombay, Baroda and Central India.	533,1	540,7	5,49,9	556,5	810,4	17,34,2	2,858,3	4,388,4	6,86,08,9
Eastern Bengal	323,0	395,9	8,35,0	330,8	715,0	17,46,2	2,058,0	5,008,4	3,25,13,0
East Indian	1,034,8	1,085,9	12,40,6	2,657,6	2,708,7	66,46,8	19,207,3	22,335,4	11,85,34,0
Great Indian Peninsula . .	1,143,2	1,143,2	7,52,7	1,422,2	1,985,9	33,43,5	6,834,2	10,300,2	9,09,90,8
Madras and Southern Mahratta	337,3	339,2	4,08,5	447,5	722,9	15,95,8	2,025,6	3,726,4	5,00,88,3
Nizam's State	85,2	85,8	1,39,7	256,6	257,2	5,57,1	1,362,6	1,749,1	1,52,12,4
North Western	1,963,5	1,980,5	20,17,4	2,057,8	3,302,7	67,37,5	11,067,9	14,114,9	9,95,58,8
South Indian	452,5	467,5	3,98,9	491,7	574,4	7,65,9	1,335,8	2,018,6	2,76,29,3
Total	6,595,7	†6,764,7		9,765,7	†12,624,5		59,200,7	†77,551,4	
3' 3½" GAUGE.									
Assam Bengal	101,3	105,2	1,64,2	173,5	217,2	3,46,4	1,300,3	1,676,4	1,10,03,0
Bengal and North Western .	119,3	135,0	1,67,6	161,3	417,8	7,58,0	2,302,8	3,424,7	1,73,09,2
Bombay, Baroda and Central India.	300,6	307,8	*	310,7	584,9	*	1,675,5	3,771,4	*
Burma	1,05,41	1,054,1	8,30,3	1,356,9	1,356,9	15,92,5	4,944,9	4,944,9	2,79,35,2
Eastern Bengal	187,6	200,1	*	200,6	347,3	*	1,061,4	2,219,1	*
Jodhpur	175,2	179,2	64,3	178,2	241,6	1,91,9	619,8	1,016,2	53,57,5
Madras and Southern Mahratta	158,9	162,5	*	353,0	359,4	*	1,925,8	2,645,0	*
Nizam's State	173,8	174,8	*	174,6	220,8	*	591,6	865,8	*
Rohilkund and Kumaon . .	147,5	147,5	75,2	193,0	193,0	91,1	931,8	1,052,9	35,29,2
South Indian	900,0	917,9	*	1,117,4	1,135,3	*	3,756,9	4,122,7	*
Total	3,318,3	†3,384,1		4,219,2	†5,074,2	*	19,110,8	†25,739,1	
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	75,9	75,0	*	129,6	128,7	*	578,4	722,6	*
Bombay, Baroda and Central India.	17,1	17,3	*	17,3	17,6	*	180,6	235,2	*
Eastern Bengal	8	1,1	*	8	1,1	*	5,6	6,6	*
Great Indian Peninsula . .	39,2	39,2	*	39,2	39,2	*	192,7	264,9	*
North Western	86,1	95,1	*	113,1	122,2	*	349,4	530,4	*
South Indian	7	1,3	*	8	1,4	*	38,6	57,2	*
Total	219,8	†229,0		300,8	†310,2		1,345,3	†1,816,9	
Total, 1930-31	10,133,8	†10,377,8	80,23,5	14,285,7	†18,908,9	2,88,23,9	79,656,8	†105,107,4	62,40,09,5
Total, 1929-30	11,538,0	†11,714,9	89,76,4	15,942,2	†19,707,4	3,11,56,7	85,959,1	†113,451,5	66,68,14,4
Increase	..	..	..	..	..	..	..	..	..
Decrease	1,404,2	1,337,1	9,52,9	1,656,5	1,698,5	23,32,8	6,302,3	8,344,1	4,28,04,9

* Shown under 5' 6" gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

**30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I
RAILWAYS FOR THE YEAR 1930-31.**

H50CRACCTS

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL						
	GENERAL ADMINISTRATION.—(A. I.).					TRACK (RUNNING LINES,	
	Total amount.	Per mile of line main-tained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line main-tained.
1	2	3	4	5	6	7	8
5' 6" GAUGE.	Rs.	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur	21,80,832	909.4	641.4	2.82	3.67	32,79,088	1,367.3
Bombay, Baroda and Central India	12,45,670	920.7	584.3	2.76	2.93	20,07,054	1,483.5
Eastern Bengal	11,35,826	1,351.9	693.6	2.84	3.65	18,24,278	2,171.7
East Indian	39,29,848	919.3	551.8	2.05	3.23	50,67,284	1,185.4
Great Indian Peninsula	24,28,897	986.2	620.2	2.23	3.26	58,38,400	1,669.0
Madras and Southern Mahratta	8,88,559	773.1	596.4	2.21	3.37	12,63,614	1,099.4
Nizam's State	2,78,817	483.0	422.3	2.23	4.34	3,50,878	607.9
North Western	39,76,813	634.4	436.8	2.52	3.06	91,42,561	1,458.7
South Indian	3,50,762	584.5	481.0	1.63	3.43	4,05,117	675.1
3' 3½" GAUGE.							
Assam-Bengal	5,97,051	465.9	386.6	2.57	4.51	11,30,173	882.0
Bengal and North Western	5,94,997	281.4	228.1	1.19	3.83	*19,38,114	*916.7
Bombay, Baroda and Central India	10,90,239	443.1	372.0	1.77	3.28	18,32,743	744.9
Burma	14,43,185	701.5	509.7	2.71	4.60	29,92,470	1,454.6
Eastern Bengal	5,46,224	537.2	410.9	2.17	3.32	12,27,949	1,207.7
Jodhpur	1,70,553	174.6	149.7	1.53	3.12	5,09,150	521.3
Madras and Southern Mahratta	7,39,883	355.7	312.2	1.52	3.47	22,60,491	1,086.9
Nizam's State	2,43,953	369.7	320.7	2.17	4.02	4,36,128	660.9
Rohilkund and Kumaon	1,13,889	199.5	167.4	1.01	3.30	2,79,028	488.9
South Indian	11,07,841	629.2	518.7	1.92	4.30	11,66,502	662.5
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	2,41,031	265.0	239.4	2.08	5.36	6,59,186	724.7
Bombay, Baroda and Central India	34,403	167.5	147.3	1.41	4.31	1,26,852	617.6
Eastern Bengal	2,808	76.1	70.0	0.39	1.81	18,983	514.6
North Western	3,50,357	510.1	455.1	3.97	3.88	13,86,915	2,019.5
South Indian	49,405	500.7	467.9	4.44	10.9	40,637	411.8

* Including Replacement
 §The figures for A. B., B. N., Burma, E. I.,
 those of other Railways

Class I Railways for the year 1930-31.

WORKS.

SIDINGS AND YARDS.— [A.-II. 1 (a)].			BRIDGES AND TUNNELS AND CONSERVANCY OF RIVERS—[A.-II. 1 (b) AND A.-II. 3].					OTHER STRUCTURAL WORKS.—[A.-II. 1. (c) to (g)].					Railway.
Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line main- tained.	Per mile of track including sidings.	Per train mile.	Percent- age of total working expenses.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	
9	10	11	12	13	14	15	16	17	18	19	20	21	22
Rs.	As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.		5' 6" GAUGE.
964.4	4.25	5.52	2,97,537	124.1	87.5	0.38	0.50	26,20,108	1,092.5	770.6	3.39	4.41	B. N.
941.5	4.44	4.72	2,13,648	157.9	100.2	0.47	0.50	10,97,008	810.8	514.6	2.43	2.56	B., B. & C. I.
1,114.1	4.56	5.86	2,88,318	343.2	176.1	0.73	0.93	17,93,161	2,134.6	1,095.1	4.46	5.76	E. B.
711.5	2.65	4.17	5,28,196	123.6	74.2	0.27	0.44	38,86,728	909.2	545.7	2.03	3.19	E. I.
1,056.1	3.79	5.56	3,54,232	101.3	64.1	0.23	0.34	28,43,276	812.8	514.3	1.84	2.71	G. I. P.
848.1	3.18	4.79	1,93,954	168.7	130.2	0.48	0.74	6,87,060	597.8	461.0	1.69	2.61	M. & S. M.
531.4	2.80	5.46	12,013	20.8	18.2	0.10	0.19	1,25,962	218.2	190.8	1.00	1.96	N. S.
1,004.3	5.79	7.06	8,30,662	132.6	91.3	0.53	0.64	38,59,178	615.8	424.0	2.44	2.98	N. W.
555.6	1.88	3.96	64,774	108.0	88.8	0.30	0.63	1,42,254	237.1	195.1	0.65	1.39	S. I.
731.9	4.87	8.55	1,09,270	85.3	70.8	0.47	0.82	5,31,875	415.1	344.4	2.29	4.02	3' 3½" GAUGE.
*743.1	*3.88	*12.5	*1,50,905	*71.4	*57.9	*0.30	*0.97	*4,03,012	*190.6	*154.5	*0.80	*2.60	A. B.
625.4	2.98	5.52	76,062	30.9	26.0	0.12	0.23	7,08,252	287.9	241.7	1.16	2.13	B. & N. W.
1,056.8	5.63	9.53	3,22,925	157.0	114.1	0.61	1.03	9,97,415	484.9	352.3	1.87	3.17	B., B. & C. I.
923.7	4.89	7.45	1,29,505	127.4	97.4	0.51	0.79	6,46,456	635.9	486.3	2.56	3.92	Burma.
447.0	4.58	9.31	43,040	44.1	37.8	0.39	0.79	1,31,955	135.1	115.9	1.19	2.42	E. B.
953.8	4.65	10.6	48,212	23.2	20.3	0.10	0.23	5,70,851	274.5	240.8	1.13	2.68	Jodhpur.
573.4	3.88	7.19	11,032	16.7	14.5	0.10	0.18	91,547	138.7	120.4	0.81	1.52	M. & S. M.
410.1	2.48	8.07	68,768	120.5	101.1	0.61	1.99	1,03,585	181.5	152.3	0.92	3.00	N. S.
546.2	2.02	4.52	65,962	37.5	30.9	0.11	0.26	5,32,346	302.2	249.2	0.92	2.07	R. & K.
654.6	5.68	14.7	41,705	45.9	41.4	0.36	0.93	1,48,247	163.0	147.2	1.27	3.30	S. I.
543.3	5.18	15.9	3,671	17.9	15.7	0.15	0.46	11,998	58.5	51.4	0.50	1.48	2' 6" & 2' 0" GAUGES.
473.2	2.63	12.2	189	5.12	4.71	0.03	0.12	5,577	151.2	139.1	0.77	3.59	B. N.
1,801.3	15.7	15.4	1,78,004	259.2	31.2	2.02	1.97	4,56,559	664.8	593.0	5.18	5.05	B., B. & C. I.
384.9	3.66	8.93	1,752	17.8	16.6	0.16	0.39	8,119	82.3	77.0	0.73	1.79	E. B.
													N. W.
													S. I.

and Renewals.
Jodhpur and R. & K. Railways exclude while
include credits on account of value of stores returned to stock.

TABLE A.—MAINTENANCE OF STRUCTURAL

Railway.	EQUIPMENT.—(A. II-2).					TOTAL ORDINARY REPAIRS AND MAINTENANCE—A. II.				
	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.
23	24	25	26	27	28	29	30	31	32	33
5' 6" GAUGE—contd.										
	Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
Bengal Nagpur	88,049	36.7	25.9	0.11	0.15	†68,60,152	†2,860.6	†2,017.7	†8.88	†11.5
Bombay, Baroda and Central India	51,186	37.9	24.0	0.10	0.12	34,18,724	2,526.9	1,603.7	7.56	8.04
Eastern Bengal	82,260	97.9	50.2	0.21	0.26	†34,54,561	†4,112.4	†2,109.7	†8.63	†11.1
East Indian	2,87,068	67.2	40.3	0.15	0.24	†79,27,637	†1,854.5	†1,113.1	†4.15	†6.52
Great Indian Peninsula	2,41,128	68.9	43.6	0.16	0.23	†81,16,474	†2,320.2	†1,468.1	†5.27	†7.73
Madras and Southern Mahratta	70,870	61.7	47.6	0.18	0.27	19,06,326	1,658.6	1,279.4	4.75	7.23
Nizam's State	29,640	51.4	44.9	0.24	0.46	5,42,389	939.7	821.5	4.32	8.44
North Western	1,18,464	18.9	13.0	0.07	0.08	†1,27,57,756	†2,035.5	†1,401.5	†8.08	†7.84
South Indian	23,482	39.1	32.2	0.11	0.23	6,61,799	1,102.9	907.6	3.07	6.47
3' 3½" GAUGE—contd.										
Assam-Bengal	35,510	27.7	23.0	0.15	0.27	17,45,199	1,361.9	1,130.1	7.52	13.2
Bengal and North Western	33,413	15.9	12.9	0.07	0.22	*27,88,175	*1,318.7	*1,069.1	*5.58	*18.0
Bombay, Baroda and Central India	54,261	22.1	18.5	0.09	0.16	27,69,728	1,125.7	945.1	4.50	8.34
Burma	55,795	27.1	19.7	0.10	0.18	†40,56,296	†1,971.7	†1,432.4	†7.63	†12.9
Eastern Bengal	29,674	29.0	22.4	0.12	0.18	†19,21,673	†1,889.9	†1,445.6	†7.64	†11.7
Jodhpur	38,249	39.2	33.6	0.34	0.70	7,82,765	801.4	687.2	7.05	14.3
Madras and Southern Mahratta	75,546	36.3	31.9	0.15	0.35	28,66,885	1,378.5	1,209.6	5.90	13.4
Nizam's State	27,608	41.8	36.3	0.25	0.45	5,94,008	900.2	781.0	5.28	9.79
Rohilkund and Kumaon	6,922	12.1	10.2	0.06	0.20	5,43,659	952.5	799.1	4.84	15.7
South Indian	33,829	19.2	15.8	0.06	0.13	18,89,516	1,073.1	884.7	3.27	7.33
2' 6" AND 2' 0" GAUGES—contd.										
Bengal-Nagpur	17,379	19.1	17.3	0.15	0.38	†9,12,831	†1,003.5	†906.5	†7.87	†20.3
Bombay, Baroda and Central India	1,534	7.47	6.57	0.06	0.19	1,52,992	744.9	655.3	6.25	19.1
Eastern Bengal	624	16.9	15.6	0.09	0.40	†25,425	†689.2	†633.7	†3.53	†16.4
North Western	10,302	15.0	13.4	0.12	0.11	†20,95,499	†3,051.3	†2,721.6	†23.8	23.2
South Indian	1,586	16.1	15.0	0.14	0.35	51,291	519.8	486.8	4.61	11.2

* Includes Replacement

† The figures include credits for released

** Included in the

§ The figures for A. B., B. N., Burma, E. I., to be Jodhpur and R. & K. Railways exclude while those of

Class I Railways for the year 1930-31—contd.

WORKS—contd.

REPLACEMENT AND RENEWAL TOTAL APPROPRIATION TO DEPRECIATION FUND. (A. IV.)					TOTAL MAINTENANCE OF STRUCTURAL WORKS—LESS VALUE OF STORES RETURNED TO STOCK.—(TOTAL ABSTRACT A.)					Railway.
Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	
34	35	36	37	38	39	40	41	42	43	44
Ra.	Ra.	Ra.	As.		Ra.	Ra.	Ra.	As.		5' 6" Gauge— contd.
56,45,201	2,353.9	1,660.3	7.32	9.49	1,42,50,405	5,942.2	4,191.3	18.5	24.0	B. N.
25,97,226	1,919.7	1,218.4	5.75	6.11	72,61,620	5,367.3	3,406.4	16.1	17.1	B., B. & C. I.
30,58,510	3,640.9	1,867.9	7.65	9.83	73,62,902	8,764.9	4,496.8	18.4	23.7	E. B.
1,18,30,583	2,767.5	1,661.1	6.19	9.72	2,27,48,411	5,321.4	3,193.9	11.9	18.7	E. I.
92,50,491	2,644.4	1,673.3	6.01	8.81	2,07,95,862	5,944.9	3,761.6	13.5	19.8	G. I. P.
21,25,091	1,849.0	1,426.3	5.30	8.66	49,19,976	4,280.7	3,302.1	12.3	18.7	M. & S. M.
5,53,016	958.1	837.6	4.41	8.60	13,74,222	2,380.8	2,081.3	11.0	21.4	N. S.
1,64,06,607	2,617.6	1,802.3	10.4	12.7	3,31,40,976	5,287.5	3,640.6	21.0	25.6	N. W.
7,97,603	1,329.2	1,093.8	3.70	7.89	18,10,164	3,016.6	2,482.4	8.40	17.7	S. I.
10,88,943	849.9	705.1	4.68	8.24	34,31,193	2,677.7	2,221.3	14.8	25.9	3' 3 3/4" Gauge— contd.
**	**	**	**	**	33,83,172	1,600.1	1,297.2	6.77	21.8	A. B.
26,40,349	1,073.0	900.9	4.30	7.84	65,00,316	2,641.8	2,218.0	10.6	19.6	B. & N. W.
29,83,820	1,450.4	1,053.7	5.61	9.51	84,83,301	4,123.6	2,995.8	16.0	27.0	B., B. & C. I.
18,00,801	1,771.0	1,354.7	7.16	10.9	41,91,900	4,123.3	3,153.4	16.7	25.5	Burma.
1,48,858	152.4	130.7	1.34	2.72	9,35,513	967.3	821.3	8.42	17.1	E. B.
5,40,904	260.1	228.2	1.11	2.54	41,47,672	1,994.3	1,750.0	8.53	19.4	Jodhpur.
10,71,267	1,623.4	1,408.4	9.53	17.7	19,09,228	2,893.2	2,510.1	17.0	31.5	M. & S. M.
2,40,124	420.7	353.0	2.14	6.95	8,85,001	1,550.5	1,300.9	7.87	25.6	N. S.
32,06,650	1,821.1	1,501.4	5.54	12.4	62,04,007	3,523.4	2,904.8	10.7	24.0	R. & K.
3,21,725	353.7	319.5	2.77	7.16	14,74,050	1,620.5	1,463.6	12.7	32.8	S. I.
41,095	200.1	176.0	1.68	5.15	2,28,490	1,112.5	978.6	9.34	28.6	2' 6" & 2' 0" Gauges—contd.
22,610	612.9	563.6	3.14	14.6	50,843	1,378.2	1,267.3	7.05	32.7	B. N.
14,16,143	2,062.1	1,839.3	16.0	15.7	38,61,999	5,623.5	5,016.0	43.8	42.8	B., B. & C. I.
14,517	147.1	137.5	1.31	3.20	1,15,213	1,167.6	1,091.2	10.4	25.3	E. B.
										N. W.
										S. I.

and Renewal.
materials whereas the details do not.
respective heads.
other Railways include credits on account of value of stores returned to stock.

30—§ Analysis of operating expenses of

TABLE B.—MAINTENANCE AND SUPPLY

Railway.	GENERAL ADMINISTRATION—(B. I.)							LOCOMOTIVES—(a)	
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per engine mile.		
	46	47	48	49	50	51	52		
45									
5' 6" GAUGE—contd.	Rs.	Rs.	Rs.	As.		Rs.	Rs.		
Bengal-Nagpur	14,42,815	0·08	0·18	1·87	2·43	19,37,472	0·11		
Bombay, Baroda and Central India	7,52,564	0·09	0·19	1·67	1·76	10,08,558	0·12		
Eastern Bengal	7,44,970	0·09	0·24	1·86	2·39	6,22,276	0·07		
East Indian	32,66,957	0·08	0·16	1·71	2·68	37,10,122	0·09		
Great Indian Peninsula	20,50,171	0·09	0·20	1·70	1·96	23,00,335	0·10		
Madras and Southern Mahratta	6,49,191	0·08	0·19	1·62	2·46	9,60,289	0·12		
Nizam's State	1,53,492	0·06	0·15	1·22	2·39	1,59,088	0·07		
North Western	21,84,421	0·07	0·16	1·38	1·69	44,57,999	0·14		
South Indian	2,26,054	0·06	0·17	1·04	2·21	2,95,084	0·08		
3' 3½" GAUGE—contd.									
Assam Bengal	3,12,600	0·06	0·26	1·33	2·36	3,57,099	0·07		
Bengal and North Western	3,12,310	0·03	0·14	0·62	2·01	..	..		
Bombay, Baroda and Central India	10,62,306	0·09	0·35	1·73	3·20	11,87,522	0·10		
Burma	8,58,641	0·08	0·32	1·61	2·73	7,53,589	0·07		
Eastern Bengal	3,41,729	0·07	0·26	1·36	2·08	3,25,694	0·06		
Jodhpur	1,29,652	0·06	0·23	1·17	2·37	2,28,850	0·10		
Madras and Southern Mahratta	5,17,588	0·05	0·24	1·06	2·43	8,31,918	0·09		
Nizam's State	1,41,970	0·07	0·28	1·26	2·34	1,38,587	0·07		
Robilkund and Kumaon	86,281	0·04	0·20	0·77	2·50	*2,61,580	*0·12		
South Indian	5,91,191	0·06	0·28	1·02	2·29	6,96,633	0·07		
2' 6" AND 2' 0" GAUGES—contd.									
Bengal-Nagpur	1,33,754	0·06	0·39	1·15	2·98	1,87,717	0·08		
Bombay, Baroda and Central India	11,857	0·03	0·30	0·48	1·49	42,675	0·10		
Eastern Bengal	924	0·01	0·15	0·12	0·59	4,048	0·04		
North Western	1,44,032	0·09	0·75	1·76	1·61	5,76,319	0·34		
South Indian	15,254	0·08	0·76	1·37	3·35	14,799	0·08		

† Includes running Repairs and

* Includes workshop

‡ The figures for A. B., B. N., Burma, E. I.,

Class I Railways for the year 1930-31—contd.

OF LOCOMOTIVE POWER.

RUNNING REPAIRS—[B. II-1 (a).]			LOCOMOTIVES—(b) WORKSHOP REPAIRS [B II-1 (b).]					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
53	54	55	56	57	58	59	60	
Rs.	As.		Rs.	Rs.	Rs.	As.		5' 6" GAUGE— —contd.
0.24	2.50	3.26	30,64,839	0.17	0.38	3.97	5.15	B. N.
0.25	2.23	2.37	20,18,762	0.23	0.50	4.47	4.75	B., B. & C. I.
0.20	1.56	2.00	9,30,677	0.11	0.30	2.33	2.99	E. B.
0.18	1.94	3.05	57,43,232	0.14	0.28	3.01	4.72	E. I.
0.23	1.91	2.19	33,13,225	0.14	0.32	2.76	3.16	G. I. P.
0.28	2.39	3.64	18,02,934	0.23	0.53	4.49	6.84	M. & S. M.
0.16	1.27	2.47	2,66,117	0.11	0.26	2.12	4.14	N. S.
0.32	2.82	3.44	56,39,455	0.18	0.40	3.57	4.35	N. W.
0.23	1.38	2.92	4,94,036	0.12	0.39	2.29	4.83	S. I.
0.30	1.52	2.70	3,00,864	0.06	0.25	1.28	2.28	3' 3½" GAUGE— —contd.
..	..	..	†14,43,981	†0.15	†0.64	†2.89	†9.31	A. B.
0.39	1.93	3.58	15,25,023	0.13	0.51	2.48	4.57	B. & N. W.
0.28	1.42	2.40	6,75,506	0.06	0.25	1.27	2.15	B., E. & C. I.
0.25	1.38	1.98	5,11,552	0.10	0.39	2.04	3.11	Burma.
0.40	2.06	4.18	2,13,253	0.09	0.37	1.92	3.90	E. B.
0.38	1.71	3.90	9,65,976	0.10	0.44	1.99	4.53	Jodhpur.
0.28	1.24	2.28	1,92,269	0.09	0.38	1.71	3.17	M. & S. M.
*0.59	*2.33	*7.57	..	..	..	..	..	N. S.
0.32	1.21	2.70	8,89,997	0.08	0.42	1.54	3.45	R. & K.
0.55	1.62	4.18	3,20,577	0.13	0.93	2.76	7.13	S. I.
1.08	1.74	5.35	58,478	0.14	1.48	2.38	7.33	2' 6" & 2' 0" GAUGES—contd.
0.65	0.56	2.60	3,785	0.03	0.61	0.53	2.43	B. N.
3.02	7.05	6.44	1,35,758	0.08	0.71	1.66	1.51	B., B. & C. I.
0.74	1.33	3.25	33,037	0.18	1.64	2.97	7.26	E. B.
								N. W.
								S. I.

Replacement and Renewal.

Repairs. Jodhpur and R. & K. Railways exclude, while those of

other Railways include credits on account of value of stores returned to stock.

30—§ Analysis of operating expenses of

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	EQUIPMENT (B. II. 3.)					TOTAL ORDINARY REPAIRS AND		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
	62	63	64	65	66	67	68	69
5' 6" GAUGE— <i>contd.</i>	Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.
Bengal-Nagpur	6,82,616	0.04	0.08	0.89	1.15	154,74,001	10.31	10.68
Bombay, Baroda and Central India	2,04,493	0.02	0.05	0.45	0.48	30,66,585	0.35	0.76
Eastern Bengal	2,88,928	0.03	0.09	0.72	0.93	120,03,411	10.24	10.64
East Indian	7,45,038	0.01	0.03	0.39	0.61	190,14,282	10.22	10.43
Great Indian Peninsula	5,26,751	0.02	0.05	0.44	0.49	161,17,766	10.26	10.60
Madras and Southern Mahratta	4,77,725	0.05	0.13	1.19	1.82	31,00,460	0.40	0.90
Nizam's State	10,537	0.00	0.01	0.08	0.17	4,36,495	0.18	0.43
North Western	10,41,391	0.03	0.07	0.66	0.81	11,03,83,082	10.33	10.74
South Indian	11,214	0.00	0.00	0.05	0.11	8,03,532	0.20	0.62
3' 3½" GAUGE— <i>contd.</i>								
Assam-Bengal	1,05,027	0.02	0.08	0.44	0.79	7,17,445	0.15	0.60
Bengal and North-Western	66,594	0.01	0.03	0.13	0.43	15,10,873	0.16	0.67
Bombay, Baroda and Central India	4,06,657	0.04	0.14	0.66	1.23	28,94,249	0.25	0.96
Burma	97,028	0.01	0.04	0.18	0.31	115,24,157	10.14	10.57
Eastern Bengal	1,26,989	0.02	0.10	0.50	0.77	110,49,659	10.20	10.80
Jodhpur	18,425	0.01	0.03	0.16	0.34	4,67,934	0.20	0.81
Madras and Southern Mahratta	1,88,570	0.02	0.09	0.39	0.88	19,49,695	0.21	0.89
Nizam's State	6,933	0.00	0.01	0.06	0.11	3,38,189	0.16	0.67
Rohilkund and Kumaon	20,266	0.01	0.05	0.18	0.59	2,82,004	0.13	0.64
South Indian	1,38,314	0.01	0.06	0.24	0.54	17,32,358	0.16	0.80
2' 6" AND 2' 0" GAUGES— <i>contd.</i>								
Bengal-Nagpur	5,889	0.00	0.01	0.05	0.12	15,05,579	10.21	11.47
Bombay, Baroda and Central India	..	..	..	..	..	99,468	0.24	2.52
Eastern Bengal	156	0.00	0.03	0.02	0.10	17,989	10.07	11.29
North-Western	59,050	0.04	0.31	0.72	0.66	17,05,588	10.42	13.70
South Indian	484	0.00	0.02	0.04	0.11	48,321	0.26	2.40

* Includes Replacement

† The figures

§ The figures for A. B., B. N., Burma, E. I., those of other Railways include credits on

Class I Railways for the year 1930-31—contd.

POWER—contd.

MAINTENANCE— (B-II.)		RUNNING STAFF—(B. III-1).					FUEL—(B. III-2).					Railway.
Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
71	72	73	74	75	76	77	78	79	80	81	82	83
As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.		5' 6" Gauge— contd.
†7.09	†9.20	36,56,873	0.22	0.46	4.74	6.15	44,05,115	0.25	0.56	5.70	7.41	B. N.
6.79	7.21	25,82,416	0.30	0.64	5.72	6.07	50,82,200	0.57	1.27	11.2	11.9	B., B. & C. I.
†5.01	†6.44	13,49,010	0.16	0.43	3.38	4.36	22,33,954	0.28	0.73	5.59	7.20	E. B.
†4.72	†7.41	72,41,691	0.18	0.35	3.79	5.96	1,02,56,446	0.26	0.49	5.37	8.42	E. I.
†5.09	†5.82	71,48,760	0.32	0.71	5.96	6.81	1,18,29,676	0.50	1.17	9.84	11.3	G. I. P.
7.78	11.8	15,60,385	0.21	0.45	3.89	5.92	37,28,758	0.47	1.08	9.30	14.1	M. & S. M.
3.48	6.79	3,53,331	0.13	0.35	2.81	5.50	6,69,721	0.28	0.67	5.34	10.4	N. S.
†6.57	†8.01	61,03,322	0.19	0.43	3.86	4.72	1,90,88,355	0.80	1.36	12.1	14.7	N. W.
3.72	7.86	7,58,414	0.18	0.59	3.52	7.43	23,91,657	0.57	1.87	11.2	23.4	S. I.
3.05	5.43	4,57,633	0.10	0.38	1.94	3.47	16,74,422	0.33	1.31	6.69	11.9	3' 3½" Gauge— contd.
*3.02	*9.74	5,92,413	0.06	0.26	1.19	3.82	16,23,258	0.16	0.72	3.25	10.4	A. B.
4.71	8.71	23,96,485	0.21	0.80	3.90	7.21	37,51,082	0.31	1.24	6.10	11.3	B. & N. W.
†2.87	†4.86	18,32,446	0.18	0.68	3.45	5.83	44,73,162	0.42	1.68	8.41	14.2	B., B. & C. I.
†4.18	†6.37	6,78,990	0.13	0.61	2.70	4.12	13,29,617	0.25	1.02	5.29	8.07	Burma.
4.20	8.54	2,10,872	0.09	0.37	1.90	3.86	7,08,603	0.32	1.24	6.38	13.0	E. B.
4.01	9.14	15,55,257	0.16	0.71	3.20	7.90	30,92,824	0.33	1.41	6.37	14.5	Jodhpur.
3.01	5.57	2,92,813	0.14	0.58	2.61	4.83	6,47,736	0.30	1.28	5.76	10.7	M. & S. M.
2.51	8.16	1,32,717	0.06	0.31	1.18	3.84	4,21,731	0.20	0.97	3.76	12.2	N. S.
3.00	6.73	19,92,567	0.19	0.82	3.44	7.73	32,64,222	0.30	1.62	5.67	12.7	R. & K.
†4.36	†11.3	2,81,501	0.11	0.82	2.43	6.25	4,81,360	0.20	1.35	3.98	10.3	S. I.
4.05	12.5	50,992	0.12	1.29	2.08	6.38	90,571	0.21	2.30	3.70	11.3	2' 6" & 2' 0" GAUGES—contd.
†1.11	†5.13	17,583	0.15	2.85	2.43	11.3	6,784	0.05	1.10	0.95	4.36	B. N.
†8.63	†7.88	4,28,900	0.25	2.24	5.24	4.99	10,57,972	0.63	5.54	13.0	11.8	B., B. & C. I.
4.34	10.6	39,277	0.21	1.95	3.68	8.58	80,454	0.43	4.00	7.21	17.6	E. B.
												N. W.
												S. I.

and Renewals.
include credits for released materials.
Jodhpur and R. & K. Railways exclude, while
account of value of stores returned to stock.

30\$.—Analysis of operating expenses of

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	WATER, WAGES, OIL, TALLOW AND OTHER STORES—B. III (3) AND (4).					TOTAL OPERATING EXPENSES—		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
84	85	86	87	88	89	90	91	92
5' 6" GAUGE—contd.	Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.
Bengal-Nagpur	5,78,373	0·03	0·07	0·75	0·97	86,09,736	0·49	1·08
Bombay, Baroda and Central India	5,31,358	0·06	0·13	1·17	1·25	82,78,793	0·93	2·06
Eastern Bengal	2,08,337	0·02	0·06	0·52	0·66	37,91,974	0·45	1·22
East Indian	18,00,413	0·04	0·09	0·94	1·48	1,94,54,365	0·48	0·94
Great Indian Peninsula	13,56,767	0·06	0·13	1·12	1·29	2,05,29,919	0·89	2·03
Madras and Southern Mahratta	2,82,637	0·04	0·08	0·71	1·07	55,21,062	0·71	1·61
Nizam's State	1,09,901	0·05	0·11	0·87	1·71	11,98,140	0·48	1·19
North Western	17,60,186	0·06	0·13	1·12	1·35	2,74,99,745	0·87	1·96
South Indian	2,01,928	0·05	0·16	0·96	1·97	34,16,193	0·81	2·67
3' 3½" GAUGE—contd.								
Assam-Bengal	1,57,647	0·03	0·13	0·67	1·19	21,89,852	0·46	1·83
Bengal and North Western	3,03,175	0·03	0·13	0·61	1·96	30,68,711	0·31	1·35
Bombay, Baroda and Central India	4,61,082	0·04	0·15	0·74	1·39	66,28,005	0·56	2·19
Burma	4,89,178	0·04	0·19	0·92	1·55	68,26,203	0·64	2·56
Eastern Bengal	1,44,490	0·03	0·10	0·57	0·88	21,92,553	0·42	1·65
Jodhpur	1,45,489	0·07	0·26	1·31	2·66	11,88,790	0·53	2·07
Madras and Southern Mahratta	3,31,885	0·04	0·15	0·68	1·55	48,72,926	0·52	2·23
Nizam's State	1,12,281	0·05	0·22	0·99	1·85	10,82,016	0·50	2·13
Rohilkund and Kumaon	79,272	0·03	0·17	0·79	2·29	6,54,211	0·30	1·49
South Indian	3,87,524	0·04	0·19	0·61	1·51	56,85,798	0·53	2·64
2' 6" AND 2' 0" GAUGES—contd.								
Bengal-Nagpur	97,511	0·04	0·29	0·84	2·17	8,35,080	0·35	2·44
Bombay, Baroda and Central India	17,346	0·04	0·43	0·71	2·18	1,59,159	0·37	4·02
Eastern Bengal	3,741	0·03	0·61	0·52	2·41	28,181	0·23	4·57
North Western	1,30,272	0·08	0·68	1·59	1·45	16,66,811	0·99	8·73
South Indian	9,542	0·05	0·48	0·80	2·10	1,29,980	0·69	6·47

§ The figures for A. B., B. N., Burma, other Railways include credits

Class I Railways for the year 1930-31—contd.

POWER—contd.

(B. III.)		REPLACEMENT AND RENEWAL TOTAL APPROPRIATION TO DEPRECIATION FUND—B. IV.					TOTAL MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—LESS VALUE OF STORES RETURNED TO STOCK—(TOTAL ABSTRACT B).					Railway.
Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
93	94	95	96	97	98	99	100	101	102	103	104	105
As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.		
11.2	14.5	19,83,763	0.11	0.25	2.57	3.34	1,74,18,261	0.98	2.18	22.6	29.3	5' 6" GAUGE— contd. B. N.
18.3	19.5	14,14,012	0.16	0.36	3.13	3.32	1,35,11,954	1.53	3.37	29.9	31.8	B., B. & C. I.
9.48	12.2	10,48,271	0.12	0.34	2.62	3.37	75,42,834	0.89	2.43	18.9	24.2	E. B.
10.2	16.0	26,15,636	0.09	0.17	1.89	2.97	3,48,07,375	0.86	1.67	18.2	28.6	E. I.
17.1	19.5	30,34,004	0.13	0.30	2.51	2.89	3,17,31,860	1.37	3.13	26.4	30.2	G. I. P.
13.8	20.9	11,12,523	0.14	0.33	2.77	4.22	1,03,83,236	1.33	3.03	25.9	39.4	M. & S. M.
9.56	18.6	1,56,186	0.06	0.16	1.25	2.43	19,44,313	0.78	1.93	15.5	30.2	N. S.
17.4	21.2	29,83,876	0.10	0.24	1.89	2.30	4,30,61,259	1.37	3.07	27.3	33.2	N. W.
15.8	33.4	—7,057	—0.01	—0.00	—0.03	—0.07	44,37,722	1.05	3.46	20.6	43.4	S. I.
9.30	16.6	56,374	0.01	0.04	0.24	0.43	32,74,046	0.68	2.73	13.9	24.8	3' 3 3/4" GAUGE— contd. A. B.
6.15	19.7	*	*	*	*	*	48,93,385	0.50	2.16	9.79	31.5	B. & N. W.
10.8	20.0	9,55,918	0.08	0.31	1.55	2.88	1,15,40,478	0.98	3.81	18.8	34.7	B., B. & C. I.
12.8	21.7	7,84,700	0.07	0.29	1.48	2.50	99,93,701	0.93	3.74	18.8	31.8	Burma.
8.72	13.3	5,13,352	0.10	0.39	2.04	3.11	40,80,712	0.79	3.03	16.2	24.8	E. B.
10.7	21.8	44,356	0.02	0.08	0.39	0.81	18,10,999	0.80	3.16	16.3	33.1	Jodhpur.
10.0	22.8	1,71,645	0.02	0.07	0.35	0.80	75,11,354	0.80	3.43	15.4	35.2	M. & S. M.
9.62	17.8	1,07,632	0.05	0.21	0.96	1.78	18,69,857	0.78	3.29	14.9	27.5	N. S.
5.82	18.9	73,926	0.03	0.17	0.65	2.14	10,96,888	0.50	2.50	9.75	31.7	R. & K.
9.83	22.0	2,29,791	0.02	0.11	0.40	0.88	82,39,138	0.77	3.83	14.3	31.9	S. I.
7.29	18.6	4,279	0.00	0.01	0.04	0.09	14,75,959	0.62	4.30	12.7	32.8	2' 6" & 2' 0" GAUGES—contd. B. N.
6.50	19.9	1,619	0.00	0.04	0.07	0.20	2,72,103	0.64	6.88	11.1	34.1	B., B. & C. I.
3.91	18.1	4,443	0.04	0.72	0.62	2.86	41,355	0.35	6.70	5.74	26.6	E. B.
20.4	18.6	1,88,844	0.11	0.99	2.31	2.11	27,82,861	1.56	14.5	31.6	30.8	N. W.
11.7	28.6	—1,122	—0.01	—0.05	0.10	—0.25	1,92,433	1.02	9.58	17.3	42.3	S. I.

* Included in the respective heads.

E. I., Jodhpur & R. & K. Railways exclude, while those of on account of value of stores returned to stock.

30§.—Analysis of operating expenses of

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	GENERAL ADMINISTRATION—C. I.				COACHING VEHICLES—(a).	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.
106	107	108	109	110	111	112
<i>5' 6" GAUGE—contd.</i>	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur	4,84,592	1.39	0.63	0.81	5,49,634	6.29
Bombay, Baroda and Central India	2,87,497	1.49	0.64	0.68	3,96,597	5.18
Eastern Bengal	3,56,822	2.30	0.89	1.15	2,33,274	2.84
East Indian	12,87,026	1.32	0.67	1.06	7,41,397	2.43
Great Indian Peninsula	8,55,891	1.69	0.65	0.82	5,90,233	2.99
Madras and Southern Mahratta	2,62,266	1.74	0.65	0.99	1,54,027	2.50
Nizam's State	63,273	1.43	0.50	0.98	6,125	0.44
North Western	11,02,671	1.72	0.70	0.85	6,69,994	2.42
South Indian	75,041	1.30	0.35	0.73	49,754	1.62
<i>3' 3½" GAUGE—contd.</i>						
Assam-Bengal	1,23,556	1.25	0.52	0.93	49,429	1.13
Bengal and North Western	1,16,144	0.62	0.23	0.75	..	..
Bombay, Baroda and Central India	4,87,187	1.86	0.79	1.46	1,70,876	1.70
Burma	3,31,186	1.58	0.62	1.05	92,388	1.05
Eastern Bengal	1,71,347	1.50	0.68	1.04	1,80,692	3.20
Jodhpur	1,05,201	2.02	0.95	1.92	26,097	1.37
Madras and Southern Mahratta	1,66,782	1.00	0.34	0.78	67,033	1.10
Nizam's State	56,125	1.64	0.50	0.92	16,001	1.10
Rohilkund and Kumaon	35,460	1.00	0.31	1.03	..	..
South Indian	1,97,379	1.04	0.34	0.77	1,17,676	1.14
<i>2' 6" AND 2' 0" GAUGES—contd.</i>						
Bengal-Nagpur	44,869	1.10	0.39	1.00	46,899	2.03
Bombay, Baroda and Central India	3,418	0.66	0.14	0.43	23,228	6.76
Eastern Bengal	889	0.76	0.12	0.57	1,386	1.24
North Western	41,640	2.09	0.47	0.46	85,030	9.43
South Indian	5,084	1.65	0.46	1.12	6,437	2.98

§ The figures for A. B., B. N., Burma, those of other Railways include

Class I Railways for the year 1930-31—contd.

AND WAGON STOCK.

RUNNING REPAIRS— [C. II-1 (a).]		COACHING VEHICLES—(b) WORKSHOP REPAIRS— [C. II-1 (b)].				GOODS VEHICLES—(a) RUNNING REPAIRS— [C. II-3 (a).]				Railway.
Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
113	114	115	116	117	118	119	120	121	122	123
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" GAUGE— contd.
0.71	0.92	15,32,272	17.5	1.98	2.58	5,58,066	2.13	0.72	0.94	B. N.
0.88	0.94	11,24,830	14.6	2.49	2.64	5,49,423	4.73	1.21	1.29	B., B. & C. I.
0.58	0.75	6,95,559	7.98	1.74	2.24	1,25,062	1.70	0.31	0.40	E. B.
0.39	0.61	35,13,458	11.5	1.84	2.89	13,72,049	2.06	0.72	1.13	E. I.
0.45	0.56	29,09,083	14.7	2.20	2.77	14,93,628	4.82	1.13	1.42	G. I. P.
0.38	0.58	9,52,956	15.5	2.37	3.61	1,75,035	1.97	0.44	0.66	M. & S. M.
0.05	0.09	2,91,689	14.6	1.61	3.14	70,818	2.34	0.57	1.10	N. S.
0.42	0.52	27,02,351	9.74	1.71	2.09	11,26,228	3.08	0.71	0.87	N. W.
0.23	0.49	1,64,674	5.36	0.76	1.61	9,862	0.37	0.04	0.10	S. I.
0.21	0.38	3,36,287	7.68	1.43	2.54	70,506	1.27	0.30	0.53	3' 3 1/4" GAUGE to —contd. A. B.
..	..	*6,99,339	*7.67	*1.40	*4.31	..	..	..	..	B. & N. W.
0.28	0.51	10,88,303	10.9	1.76	3.27	3,06,229	1.90	0.50	0.92	B., B. & C. I.
0.17	0.30	5,18,958	5.88	0.98	1.65	2,33,302	1.93	0.44	0.74	Burma.
0.72	1.10	5,06,561	8.97	2.01	3.08	85,491	1.48	0.34	0.52	E. B.
0.23	0.48	2,14,161	11.2	1.93	3.92	42,154	1.28	0.38	0.77	Jodhpur.
0.13	0.32	4,94,834	8.13	1.01	2.32	1,54,145	1.45	0.31	0.72	M. & S. M.
0.14	0.26	2,09,490	14.4	1.87	3.45	41,601	2.11	0.37	0.69	N. S.
..	..	†1,38,754	†8.50	†1.23	†4.01	..	..	..	..	R. & K.
0.20	0.46	5,20,157	5.05	0.90	2.92	73,446	0.85	0.13	0.28	S. I.
0.40	1.04	2,11,401	9.13	1.82	4.70	56,687	3.21	0.49	1.26	2' 6" & 2' 0" Gauges— contd. B. N.
0.95	2.91	504	0.15	0.02	0.06	22,046	12.7	0.90	2.76	B., B. & C. I.
0.19	0.89	6,093	5.48	0.84	3.92	244	4.14	0.04	0.16	E. B.
0.96	0.94	78,000	8.65	0.89	0.86	1,88,491	17.4	2.14	2.09	N. W.
0.58	1.40	16	0.01	0.00	0.00	721	0.79	0.06	0.16	S. I.

* Includes Running Repairs and Replacement and Renewal.

† Includes Running Repairs.

E. I., Jodhpur and R. & K. Railways exclude, while credits on account of value of stores returned to stock.

30\$.—Analysis of operating expenses of

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE						
	GOODS VEHICLES—(b) WORKSHOP REPAIRS— [C. II. 3 (b)].				EQUIPMENT—		
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.
	125	126	127	128	129	130	131
124							
5' 6" GAUGE—contd.	Rs.	Rs.	As.		Rs.	Rs.	As.
Bengal-Nagpur	21,78,180	8.33	2.82	3.66	1,75,579	0.50	0.22
Bombay, Baroda and Central India	7,95,842	6.86	1.76	1.87	1,21,666	0.63	0.27
Eastern Bengal	5,54,700	7.56	1.39	1.78	1,28,330	0.83	0.22
East Indian	30,37,572	4.55	1.59	2.50	4,58,344	0.46	0.24
Great Indian Peninsula	11,22,455	3.62	0.85	1.07	3,10,735	0.61	0.23
Madras and Southern Mahratta	6,55,106	7.37	1.63	2.48	83,583	0.56	0.21
Nizam's State	2,24,982	7.42	1.79	3.50	4,356	0.15	0.05
North Western	26,80,320	7.32	1.70	2.07	3,09,462	0.48	0.20
South Indian	1,24,952	4.65	0.58	1.22	3,460	0.06	0.02
3' 3½" GAUGE—contd.							
Assam-Bengal	2,22,205	4.01	0.95	1.68	7,508	0.08	0.03
Bengal and North Western	*6,87,253	*7.24	*1.38	*4.43	32,428	0.17	0.06
Bombay, Baroda and Central India	5,00,112	3.10	0.81	1.51	1,39,049	0.53	0.23
Burma	7,74,487	6.39	1.46	2.47	1,20,211	0.57	0.22
Eastern Bengal	3,16,024	5.46	1.26	1.92	11,932	0.11	0.05
Jodhpur	1,48,636	4.50	1.34	2.72	17,849	0.35	0.16
Madras and Southern Mahratta	3,30,559	3.11	0.70	1.55	35,240	0.21	0.07
Nizam's State	85,883	4.36	0.76	1.41	5,333	0.15	0.05
Rohilkund and Kumaon	†82,458	†4.29	†0.73	†2.39	12,340	0.34	0.11
South Indian	2,74,517	3.19	0.47	1.07	47,719	0.25	0.09
2' 6" AND 2' 0" GAUGES—contd.							
Bengal-Nagpur	1,05,079	5.96	0.91	2.34	2,128	0.05	0.02
Bombay, Baroda and Central India	1,363	0.80	0.06	0.17	..	..	..
Eastern Bengal	—1,554	—26.4	—0.22	—1.00	4	0.00	0.00
North Western	55,000	5.08	0.62	0.61	12,063	0.60	0.13
South Indian	71	0.08	0.01	0.02	159	0.05	0.01

* Includes Running Repairs and Replacement and Renewal.

† Includes Running Repairs.

‡ The figures for A. B., B. N., Burma, of other Railways include credits on account

Class I Railways for the year 1930-31—contd.

AND WAGON STOCK—contd.

AND WAGON STOCK—contd.									
(C. II-5).	TOTAL ORDINARY REPAIRS AND MAINTENANCE—(C-II).				OPERATING EXPENSES—(C-III).				Railway.
Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
132	133	134	135	136	137	138	139	140	
	Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" GAUGE— contd.
0.30	†57,71,041	†16.5	†7.47	†9.71	8,20,192	2.35	1.06	1.38	B. N.
0.29	27,67,182	14.4	6.12	6.51	3,29,506	1.71	0.73	0.77	B., B. & C. I.
0.41	†18,01,813	†11.6	†4.50	†5.79	5,56,283	3.58	1.39	1.79	E. B.
0.37	†1,09,28,862	†11.2	†5.72	†8.98	17,88,936	1.84	0.94	1.47	E. I.
0.29	†70,70,823	†13.9	†5.34	†6.73	19,26,001	3.80	1.45	1.83	G. I. P.
0.32	21,29,812	14.2	5.31	8.08	2,39,097	1.59	0.59	0.91	M. & S. M.
0.10	5,62,833	12.8	4.49	8.75	78,933	1.79	0.63	1.23	N. S.
0.24	†78,33,432	†12.2	†4.96	†6.05	34,64,628	5.39	2.19	2.67	N. W.
0.03	3,61,104	6.28	1.67	3.53	1,50,715	2.62	0.70	1.48	S. I.
0.06	6,79,701	6.86	2.89	5.14	1,17,484	1.18	0.50	0.89	3' 3½" GAUGE— contd.
0.21	†14,21,057	†15.1	†2.84	†9.16	1,27,743	0.73	0.26	0.82	A. B.
0.42	21,13,827	8.08	3.44	6.36	4,52,818	1.73	0.74	1.38	B., B. & C. I.
0.38	†18,86,028	†9.01	†3.55	†6.01	2,04,524	9.98	0.39	0.65	Barma.
0.07	†11,52,654	†10.1	†4.58	†7.00	2,04,855	1.79	0.82	1.24	E. B.
0.32	4,60,241	8.83	4.14	8.42	1,74,432	3.35	1.57	3.19	Jodhpur.
0.16	11,00,780	6.58	2.26	5.16	1,59,081	0.90	0.31	0.70	M. & S. M.
0.09	3,63,394	10.6	3.23	5.99	53,990	1.58	0.48	0.89	N. S.
0.36	2,34,200	6.58	2.08	6.78	46,394	1.30	0.41	1.34	R. & K.
0.18	10,39,141	5.49	1.80	4.63	3,19,783	1.69	0.53	1.24	S. I.
0.05	†4,13,011	†10.1	†3.56	†9.19	68,945	1.69	0.59	1.53	2' 6" & 2' 0" GAUGES—contd.
..	46,241	8.97	1.89	5.79	15,201	2.95	0.62	1.90	B. N.
0.00	†6,192	†5.28	†0.86	†3.98	3,315	2.82	0.46	2.13	B., B. & C. I.
0.13	†3,90,595	†19.6	†4.43	†4.32	1,44,505	7.28	1.64	1.60	E. B.
0.03	7,406	2.40	0.67	1.61	8,416	2.74	0.76	1.85	N. W.
									S. I.

†The figures include credits for released materials.

E. I., Jodhpur and R. & K. Railways exclude, while those of value of stores returned to stock.

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE AND WAGON STOCK— <i>concl.</i>							
	REPLACEMENT AND RENEWAL C-IV. TOTAL APPROPRIATION TO DEPRECIATION FUND				TOTAL MAINTENANCE OF CARRIAGE AND WAGON STOCK LESS VALUE OF STORES RETURNED TO STOCK.—(TOTAL ABSTRACT C.)			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
142	143	144	145	146	147	148	149	150
5' 6" GAUGE—<i>concl.</i>	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	7,31,588	2.10	0.95	1.23	77,60,786	22.2	10.1	13.1
Bombay, Baroda and Central India	11,01,608	5.72	2.44	2.59	44,85,793	23.3	9.93	10.6
Eastern Bengal	16,85,480	10.7	4.16	5.35	43,64,922	28.1	19.9	14.0
East Indian	72,99,471	7.51	3.82	6.00	2,05,12,359	21.1	10.7	16.9
Great Indian Peninsula	46,04,943	9.08	3.48	4.38	1,44,57,658	28.5	10.9	13.8
Madras and Southern Mahratta	5,60,044	3.72	1.40	2.12	31,91,019	21.2	7.95	12.1
Nizam's State	2,56,920	5.82	2.05	4.00	9,61,959	21.8	7.67	15.0
North Western	55,85,428	8.68	3.54	4.31	1,79,86,159	28.0	11.4	13.9
South Indian	1,52,434	2.64	0.71	1.49	7,39,294	12.8	3.43	7.23
3' 3½" GAUGE—<i>concl.</i>								
Assam-Bengal	1,89,219	1.91	0.80	1.43	11,08,866	11.2	4.71	8.39
Bengal and North-Western	*	*	*	*	16,64,944	8.98	3.33	10.8
Bombay, Baroda and Central India	9,85,694	3.77	1.60	2.97	40,39,526	15.5	6.57	12.2
Burma	13,35,720	6.38	2.51	4.25	37,57,458	17.9	7.07	12.0
Eastern Bengal	8,48,913	7.43	3.38	5.15	23,74,406	20.8	9.44	14.4
Jodhpur	56,746	1.09	0.51	1.04	7,91,303	15.2	7.12	14.5
Madras and Southern Mahratta	16,11,795	9.64	3.32	7.56	30,29,438	18.1	6.23	14.2
Nizam's State	1,76,754	5.16	1.57	2.91	6,50,263	19.0	5.78	10.7
Rohilkund and Kumaon	1,01,621	2.86	0.91	2.94	4,17,645	11.7	3.71	12.1
South Indian	8,42,864	4.45	1.44	3.26	23,99,167	12.7	4.15	9.30
2' 6" AND 2' 0" GAUGES—<i>concl.</i>								
Bengal-Nagpur	71,228	1.75	0.61	1.58	4,54,731	11.2	3.92	10.1
Bombay, Baroda and Central India	8,669	1.68	0.35	1.09	73,529	14.3	3.00	9.21
Eastern Bengal	11,740	10.0	1.63	7.54	22,136	18.9	3.07	14.2
North Western	2,05,802	10.4	2.33	2.28	7,82,542	39.4	8.87	8.66
South Indian	276	0.10	0.03	0.06	20,630	6.71	1.85	4.54

* Included in the respective heads.

§ The figures for A. E., B. N., Burma, those of other Railways exclude

Class I Railways for the year 1930-31—contd.

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT.

GENERAL ADMINISTRATION—(E. I.)			STATION STAFF—E. III. 1 (b).			TRAIN STAFF INCLUDING THEIR MILEAGE AND OVERTIME—E. III. 1 (c & d).			Railway.
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	
151	152	153	154	155	156	157	158	159	160
Rs.	As.		Rs.	As.		Rs.	As.		5' 6" GAUGE— contd.
13,12,379	1·70	2·21	40,20,203	5·21	6·76	14,16,015	1·83	2·38	B. N.
8,43,222	1·87	1·98	43,81,953	9·70	10·3	7,41,717	1·59	1·75	B. B. & C. I.
6,62,106	1·66	2·12	31,95,006	7·98	10·3	7,00,911	1·75	2·25	E. B.
29,56,022	1·55	2·43	1,01,44,342	5·31	8·34	32,36,094	1·70	2·66	E. I.
19,36,818	1·26	1·84	63,19,334	4·10	6·02	25,50,274	1·66	2·43	G. I. P.
3,56,813	0·89	1·35	17,89,313	4·46	6·79	4,49,792	1·12	1·70	M. & S. M.
1,52,461	1·22	2·37	3,66,635	2·93	5·70	1,23,271	0·99	1·92	N. S.
20,92,877	1·33	1·61	95,32,492	6·03	7·36	23,72,981	1·51	1·83	N. W.
1,49,756	0·70	1·46	6,22,097	2·88	6·09	2,11,400	0·98	2·07	S. I.
3,19,936	1·36	2·42	11,05,216	4·69	8·36	2,24,806	0·96	1·70	3' 3½" GAUGE— contd.
5,06,629	1·01	3·27	14,89,457	2·98	9·60	3,81,068	0·76	2·46	A. B.
5,72,069	0·93	1·72	26,14,763	4·26	7·87	7,44,679	1·21	2·24	B. & N. W.
7,30,266	1·37	2·33	23,45,272	4·41	7·47	6,02,215	1·14	1·91	B. B. & C. I.
5,61,241	2·23	3·42	13,20,684	5·25	8·02	343,128	1·37	2·08	Burma.
1,35,955	1·22	2·40	3,12,860	2·81	5·72	96,129	0·87	1·76	E. B.
3,54,541	0·73	1·67	14,64,862	3·01	6·87	4,48,560	0·93	2·11	Jodhpur.
1,37,558	1·22	2·26	3,65,684	3·25	6·03	1,11,052	0·99	1·83	M. & S. M.
91,721	0·81	2·65	2,79,704	2·49	8·09	54,010	0·49	1·56	N. S.
4,19,120	0·72	1·63	17,06,983	2·95	6·62	5,18,555	0·90	2·01	R. & K.
81,481	0·70	1·81	2,87,593	2·48	6·40	1,21,093	1·04	2·69	S. I.
8,278	0·34	1·04	57,520	2·35	7·21	7,704	0·32	0·97	2' 6" & 2' 0" GAUGES— contd.
1,468	0·21	0·94	23,776	3·30	15·3	3,537	0·49	2·27	B. N.
1,29,470	1·47	1·43	5,41,030	6·13	5·99	1,30,312	1·48	1·45	B. B. & C. I.
12,357	1·11	2·72	26,450	2·38	5·82	9,325	0·84	2·04	E. B.
									N. W.
									S. I.

E. I., Jodhpur and R. & K. Railways include while credits on account of value of stores returned to stock.
H50CRAccounts.

308.—Analysis of operating expenses of

Railway.	TABLE E.—EXPENSES OF					
	OTHER STAFF—E. III. 1 (a & c).			FIRES, LIGHTS, GENERAL STORES, WATER FOR STATIONS, SHEDS AND TRAINS AND ALSO WATER FOR TRANSIT—(E. III. 2 & 3.)		
	Total amount.	Per total train mile.	Percentage of total working ex-penses.	Total amount.	Per total train mile.	Percentage of total working expenses.
161	162	163	164	165	166	167
5' 6" GAUGE—contd.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	3,29,674	0.43	0.56	8,97,274	1.16	1.51
Bombay, Baroda and Central India	4,18,166	0.93	0.97	3,04,763	0.61	0.71
Eastern Bengal	5,23,783	1.31	1.69	4,43,126	1.11	1.42
East Indian	19,77,082	1.03	1.62	29,63,615	1.08	1.69
Great Indian Peninsula	9,11,655	0.59	0.87	14,84,848	0.96	1.41
Madras and Southern Mahratta	1,42,185	0.36	0.54	5,25,680	1.31	2.60
Nizam's State	38,649	0.31	0.60	67,732	0.54	1.06
North Western	6,22,358	0.40	0.48	15,15,907	0.96	1.17
South Indian	1,30,700	0.61	1.27	1,63,348	0.75	1.60
3' 3½" GAUGE—contd.						
Assam-Bengal	1,35,890	0.58	1.02	1,98,560	0.84	1.50
Bengal and North-Western	..	..	..	4,09,642	0.82	2.64
Bombay, Baroda and Central India	3,77,652	0.61	1.14	2,03,643	0.33	0.61
Burma	2,44,901	0.46	0.78	4,56,191	0.86	1.45
Eastern Bengal	93,460	0.37	0.56	1,07,705	0.43	0.65
Jodhpur	57,711	0.52	1.05	1,20,770	1.09	2.21
Madras and Southern Mahratta	1,28,978	0.26	0.60	4,28,305	0.88	2.01
Nizam's State	34,371	0.31	0.56	78,364	0.69	1.29
Rohilkund and Kumaon	21,258	0.18	0.62	89,774	0.80	2.60
South Indian	3,29,439	0.57	1.28	6,12,993	1.06	2.37
2' 6" AND 2' 0" GAUGES—contd.						
Bengal-Nagpur	13,427	0.12	0.30	52,574	0.45	1.17
Bombay, Baroda and Central India	3,069	0.13	0.38	3,566	0.14	0.45
Eastern Bengal	..	..	..	114	0.01	0.07
North Western	51,057	0.58	0.56	77,012	0.87	0.86
South Indian	8,457	0.76	1.86	1,979	0.18	0.43

The figures for A. B., B. N., Burma. those of other Railways exclude

Class I Railways for the year 1930-31—contd.

TRAFFIC DEPARTMENT—contd.

CLOTHING—(E.III-4.)			STATIONERY FORMS AND TICKETS—(E. III 5.)			COMPENSATION FOR GOODS, ETC., LOST OR DAMAGED—(E.III-10.)			Railway.
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	
168	169	170	171	172	173	174	175	176	177
Rs.	As.		Rs.	As.		Rs.	As.		5' 6" GAUGE— —contd.
1,39,889	0-18	0-24	1,77,567	0-23	0-30	54,700	0-07	0-09	B. N.
1,27,505	0-28	0-30	2,33,847	0-52	0-55	51,685	0-11	0-12	B. B. & C. I.
71,007	0-18	0-23	2,28,360	0-57	0-73	56,703	0-14	0-18	E. B.
3,46,276	0-18	0-29	5,30,281	0-28	0-44	1,10,596	0-06	0-09	E. I.
1,55,227	0-10	0-15	3,66,410	0-24	0-35	1,15,364	0-07	0-11	G. I. P.
30,641	0-08	0-12	1,35,844	0-34	0-52	37,168	0-09	0-14	M. & S. M.
11,141	0-09	0-17	45,214	0-36	0-70	7,921	0-06	0-12	N. S.
5,24,093	0-33	0-41	6,81,084	0-43	0-53	1,20,100	0-08	0-09	N. W.
11,799	0-06	0-12	1,28,519	0-60	1-26	12,403	0-06	0-12	S. I.
									3' 3½" GAUGE— —contd.
21,308	0-09	0-16	73,274	0-31	0-55	15,976	0-07	0-12	A. B.
71,831	0-14	0-46	1,24,453	0-25	0-80	26,865	0-05	0-17	B. & N. W.
98,402	0-16	0-30	1,91,710	0-31	0-58	44,137	0-07	0-13	B. B. & C. I.
47,575	0-09	0-15	2,09,266	0-39	0-67	22,129	0-04	0-07	Burma.
87,390	0-35	0-53	1,42,944	0-57	0-87	26,665	0-10	0-16	E. B.
22,728	0-20	0-42	57,294	0-52	1-05	2,534	0-02	0-05	Jodhpur.
31,815	0-07	0-15	1,79,787	0-36	0-84	33,444	0-07	0-16	M. & S. M.
13,358	0-12	0-22	41,698	0-37	0-69	8,285	0-08	0-14	N. S.
10,684	0-09	0-31	35,930	0-32	1-04	2,611	0-02	0-07	R. & K.
31,994	0-05	0-12	2,58,103	0-45	1-00	6,422	0-01	0-03	S. I.
									2' 6" & 2' 0" GAUGES— —contd.
17,592	0-15	0-39	4,187	0-04	0-09	5,423	0-05	0-12	B. N.
1,760	0-07	0-22	14,000	0-57	1-75	189	0-01	0-02	B. B. & C. I.
189	0-03	0-12	445	0-06	0-29	41	0-01	0-03	E. B.
31,818	0-36	0-35	6,904	0-08	0-08	6,839	0-08	0-08	N. W.
399	0-04	0-09	5,945	0-53	1-31	..	..	..	S. I.

E. I., Jodhpur and R. & K. Railways include while credits on account of value of stores returned to stock.

30.§—Analysis of operating expenses of

Railways	TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT— <i>concd.</i>					
	TOTAL OPERATING EXPENSES—(E.III).			TOTAL EXPENSES OF TRAFFIC DEPARTMENT —LESS VALUE OF STORES RETURNED TO STOCK—(TOTAL ABSTRACT E.)		
	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
178	179	180	181	182	183	184
5' 6" GAUGE— <i>contd.</i>	Rs.	As.		Rs.	As.	
Bengal-Nagpur	88,39,980	11·5	14·9	1,02,18,131	13·2	17·2
Bombay, Baroda and Central India	70,29,113	15·5	16·5	79,67,967	17·6	18·7
Eastern Bengal	54,04,384	13·5	17·4	61,63,325	15·4	20·0
East Indian	2,12,36,357	11·1	17·5	2,45,35,267	12·8	20·2
Great Indian Peninsula	1,45,39,870	9·44	13·9	1,67,20,833	10·9	15·9
Madras and Southern Mahratta	31,78,662	7·92	12·0	35,68,862	8·90	13·5
Nizam's State	9,46,862	7·56	14·7	11,01,173	8·79	17·1
North Western	1,65,63,809	10·5	12·8	1,89,01,879	12·0	14·6
South Indian	14,34,525	6·65	14·0	15,96,048	7·40	15·6
3' 3½" GAUGE— <i>contd.</i>						
Assam-Bengal	24,08,934	10·2	18·2	27,46,087	11·7	20·8
Bengal and North-Western	21,63,297	4·32	13·9	28,95,789	5·78	18·7
Bombay, Baroda and Central India	45,83,678	7·46	13·8	52,45,083	8·54	15·8
Burma	41,06,491	7·73	13·1	49,02,235	9·22	15·6
Eastern Bengal	23,62,375	9·40	14·3	29,90,525	11·9	18·2
Jodhpur	8,13,364	7·32	14·9	9,82,136	8·84	18·0
Madras and Southern Mahratta	30,57,768	6·29	14·4	34,43,139	7·08	16·2
Nizam's State	6,94,351	6·18	11·4	8,34,030	7·42	13·7
Rohilkund and Kumaon	3,74,797	3·33	10·9	4,77,217	4·24	13·8
South Indian	36,18,817	6·26	14·0	40,72,974	7·04	15·8
2' 6" AND 2' 0" GAUGES— <i>contd.</i>						
Bengal Nagpur	5,49,534	4·74	12·2	6,42,184	5·53	14·3
Bombay, Baroda and Central India	1,31,257	5·36	16·4	1,45,256	5·93	18·2
Eastern Bengal	28,284	3·92	18·2	30,040	4·17	19·3
North Western	9,00,729	10·2	9·97	10,43,861	11·8	11·6
South Indian	52,649	4·74	11·6	65,600	5·90	14·4

§The figures for A. B., B. N., Burma, while those of other Railways include

Class I Railways for the year 1930-31—contd.

TABLE F.—EXPENSES OF GENERAL DEPARTMENT.												
GENERAL ADMINISTRATION, HOME EXPENDITURE—[F. I. 1 to 4.]			AGENT'S OFFICE—[F. I. 5 (a).]			ACCOUNTS AND AUDIT DEPARTMENT—[F. I. 5 (b).]			STORES DEPARTMENT—[F. I. 5 (c).]			Railway.
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	
185	186	187	188	189	190	191	192	193	194	195	196	197
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		5' 6" GAUGE— contd.
2,90,212	0-38	0-49	3,85,692	0-50	0-65	9,55,178	1-24	1-61	5,37,854	0-70	0-90	B. N.
1,89,958	0-42	0-44	3,29,805	0-73	0-78	7,25,562	1-60	1-71	4,65,558	1-03	1-09	B. B. & C. I.
..	..	..	3,80,805	0-95	1-22	7,06,532	1-77	2-27	3,33,565	0-83	1-07	E. B.
..	..	..	8,78,897	0-46	0-72	24,61,435	1-29	2-02	11,71,978	0-61	0-98	E. I.
..	..	..	5,52,085	0-36	0-53	16,82,009	1-09	1-60	8,89,172	0-58	0-85	G. I. P.
1,87,147	0-46	0-71	1,97,871	0-49	0-75	4,22,730	1-06	1-60	2,05,993	0-51	0-78	M. & S. M.
98,211	0-78	1-52	98,213	0-78	1-53	1,65,622	1-32	2-58	73,656	0-59	1-15	N. S.
..	..	..	9,72,172	0-63	0-75	24,71,885	1-56	1-91	14,33,137	0-91	1-10	N. W.
93,825	0-43	0-91	81,039	0-38	0-79	2,34,970	1-09	2-30	1,15,902	0-54	1-13	S. I.
2,18,693	0-94	1-65	1,24,304	0-53	0-94	2,56,049	1-09	1-94	91,301	0-39	0-89	3' 3½" GAUGE— contd.
2,44,589	0-49	1-58	96,022	0-19	0-62	4,31,822	0-86	2-79	68,194	0-14	0-44	A. B.
2,74,465	0-45	0-82	2,81,635	0-46	0-85	6,19,763	1-01	1-86	3,14,139	0-51	0-95	B. & N. W.
..	..	..	3,29,545	0-62	1-05	4,51,439	0-85	1-44	2,00,368	0-38	0-64	B. B. & C. I.
..	..	..	1,95,343	0-78	1-18	3,62,430	1-44	2-20	80,234	0-32	0-49	Burma.
50,868	0-46	0-93	73,668	0-66	1-35	1,73,454	1-56	3-17	84,656	0-76	1-55	E. B.
2,22,921	0-47	1-04	1,54,648	0-32	0-73	3,16,454	0-65	1-48	1,34,235	0-27	0-63	Jodhpur.
88,005	0-78	1-45	88,192	0-78	1-45	1,48,514	1-32	2-45	66,011	0-60	1-09	M. & S. M.
70,325	0-62	2-03	36,961	0-33	1-07	1,24,696	1-11	3-61	20,407	0-18	0-59	N. S.
2,28,464	0-39	0-88	1,86,504	0-32	0-72	5,60,975	0-97	2-18	2,76,114	0-48	1-07	R. & K.
1,00,234	0-86	2-23	17,423	0-15	0-39	38,770	0-33	0-86	23,904	0-21	0-53	S. I.
5,768	0-24	0-72	8,278	0-34	1-04	23,959	0-98	3-00	2,070	0-08	0-26	2' 6" & 2' 0" GAUGES—contd.
..	..	..	2,169	0-30	1-39	4,024	0-56	2-59	747	0-10	0-48	B. N.
..	..	..	10,861	0-11	0-11	28,686	0-33	0-32	15,937	0-18	0-18	B. B. & C. I.
8,756	0-79	1-93	1,507	0-13	0-33	7,050	0-63	1-55	2,978	0-27	0-66	E. B.
												N. W.
												S. I.

E. I., Jodhpur and R. & K. Railways exclude credits on account of value of stores returned to stock.

30§.—Analysis of operating expenses of

TABLE F.—EXPENSES OF

Railway.	TABLE F.—EXPENSES OF								
	MEDICAL DEPARTMENT— [F. I. 5 (c).]			TELEGRAPH—[F. I. 5 (f)].			POLICE—[F. I. 5 (g).]		
	Total amount.	Per- total train mile.	Per- cent- age of total work- ing ex- pen- ses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Per- cent- age of total work- ing ex- pen- ses.
198.	199	200	201	202	203	204	205	206	207
5' 6" GAUGE—contd.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	4,05,568	0-52	0-68	7,76,314	1-00	1-31	5,17,860	0-67	0-87
Bombay, Baroda and Central India	2,42,255	0-54	0-57	3,77,968	0-83	0-80	5,17,297	1-15	1-21
Eastern Bengal	3,27,159	0-82	1-05	1,94,549	0-49	0-63	2,84,249	0-71	0-91
East Indian	7,22,084	0-38	0-60	10,75,163	0-57	0-88	10,06,557	0-52	0-82
Great Indian Peninsula	6,62,510	0-43	0-63	9,09,320	0-58	0-87	6,56,321	0-43	0-62
Madras and Southern Mahratta	1,65,561	0-41	0-63	3,43,429	0-86	1-30	3,02,618	0-76	1-15
Nizam's State	55,927	0-45	0-87	90,632	0-72	1-41	81,343	0-65	1-26
North Western	7,09,457	0-44	0-54	8,07,459	0-50	0-63	9,17,328	0-58	0-71
South Indian	65,997	0-31	0-65	83,221	0-38	0-82	96,752	0-45	0-95
3' 3½" GAUGE—contd.									
Assam-Bengal	1,63,843	0-70	1-24	1,10,664	0-47	0-84	1,29,647	0-55	0-98
Bengal and North-Western	1,12,664	0-22	0-73	1,77,248	0-36	1-14	1,18,672	0-24	0-76
Bombay, Baroda and Central India	2,61,027	0-42	0-79	3,61,661	0-59	1-09	4,41,672	0-72	1-33
Burma	3,05,775	0-58	0-98	3,90,329	0-73	1-24	85,640	0-16	0-27
Eastern Bengal	97,404	0-39	0-69	70,657	0-28	0-43	38,331	0-15	0-23
Jodhpur	18,066	0-16	0-33	66,593	0-60	1-22	24,856	0-22	0-45
Madras and Southern Mahratta	1,40,373	0-29	0-66	3,40,279	0-70	1-60	2,76,763	0-44	1-02
Nizam's State	55,655	0-49	0-92	92,038	0-82	1-52	1,24,328	1-10	2-05
Rohilkund and Kumaon	22,315	0-20	0-65	35,890	0-32	1-04	34,826	0-31	1-01
South Indian	1,67,153	0-29	0-65	2,39,081	0-41	0-93	2,50,721	0-43	0-97
2' 6" AND 2' 0" GAUGES—contd.									
Bengal-Nagpur	37,644	0-32	0-84	60,885	0-53	1-36	20,338	0-18	0-45
Bombay, Baroda and Central India	644	0-02	0-08	2,016	0-08	0-25	12,650	0-52	1-59
Eastern Bengal	182	0-03	0-12	..	..	..	..	..	..
North Western	37,240	0-42	0-41	29,852	0-34	0-33	85,251	0-97	0-94
South Indian	3,287	0-29	0-72	4,104	0-37	0-90	10,201	0-92	2-24

§ The figures for A. B., B. N., Burma, those of other Railways include credits

Class I Railways for the year 1930-31—contd.

GENERAL DEPARTMENT—contd.

TOTAL GENERAL ADMINISTRATION—F. I.			TOTAL ORDINARY REPAIRS AND MAINTENANCE—(F. II.)			REPLACEMENT AND RENEWAL TOTAL APPROPRIATION TO DEPRECIATION FUNDS. F. IV			TOTAL EXPENSES OF GENERAL DEPARTMENT—LESS VALUE OF STORES RETURNED TO STOCK— (TOTAL ABSTRACT F.)			Railway.
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	
208	209	210	211	212	213	214	215	216	217	218	219	220
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		5' 6" Gauge— contd.
40,85,582	5-29	6-87	5,89,244	0-76	0-99	..	..	..	46,73,148	6-05	7-86	B. N.
29,68,198	6-57	6-98	18,903	0-04	0-04	..	..	..	29,87,106	6-61	7-02	B. B. & C. I.
23,27,721	5-82	7-48	2,89,688	0-72	0-93	..	..	..	26,10,563	6-53	8-39	E. B.
75,51,818	3-95	6-21	†18,45,951	†0-96	†1-51	1,67,090	0-09	0-14	95,63,901	5-00	7-86	E. I.
55,96,079	3-63	5-33	10,31,434	0-67	0-97	1,83,889	0-12	0-18	68,11,402	4-42	6-48	G. I. P.
9,45,314	4-85	7-38	2,34,079	0-59	0-89	20,467	0-05	0-08	22,00,760	5-49	8-35	M. & S. M.
6,79,632	5-42	10-6	46,449	0-37	0-72	..	..	..	7,26,081	5-79	11-3	N. S.
83,82,653	5-31	6-47	8,66,737	0-54	0-66	..	..	..	92,43,390	5-85	7-13	N. W.
8,12,747	3-77	7-95	71,485	0-33	0-70	..	..	..	8,84,232	4-10	8-65	S. I.
11,30,075	4-80	8-55	79,247	0-34	0-60	8,531	0-03	0-06	12,15,199	5-16	9-19	3' 3½" Gauge— contd.
13,01,878	2-61	8-39	2,30,552	0-46	1-49	..	..	..	16,24,060	3-25	10-5	A. B.
26,55,662	4-32	7-99	4,545	0-01	0-02	..	..	..	26,60,197		8-01	B. B. & C. I.
18,38,333	3-46	5-86	2,25,868	0-42	0-72	..	..	..	20,64,201	3-88	6-58	Burma.
9,00,590	3-58	5-47	1,50,534	0-60	0-91	..	..	..	10,51,124	4-18	6-38	E. B.
5,07,952	4-56	9-27	96,296	0-87	1-76	..	..	..	6,02,630	5-42	11-0	Jodhpur.
16,03,856	3-30	7-52	2,80,861	0-58	1-32	420	0-00	0-00	18,85,137	3-88	8-84	M. & S. M.
6,77,123	6-02	11-2	45,740	0-41	0-75	..	..	..	7,22,863	6-43	11-9	N. S.
3,63,115	3-23	10-5	38,335	0-34	1-11	..	..	..	4,01,442	3-57	11-6	R. & K.
20,04,983	3-46	7-77	2,51,762	0-44	0-98	..	..	..	22,56,745	3-90	8-75	S. I.
2,99,198	2-58	6-66	48,531	0-41	1-08	..	..	..	3,47,729	2-99	7-74	2' 6" & 2' 0" Gauges— contd.
57,620	2-35	7-22	..	..	..	..	..	..	57,620	2-35	7-22	B. B. & C. I.
7,746	1-08	4-98	1,381	0-19	0-88	..	..	..	9,127	1-27	5-86	E. B.
2,27,704	2-58	2-52	87,778	1-00	0-97	..	..	..	3,15,482	3-58	3-49	N. W.
41,291	3-71	9-08	5,708	0-51	1-25	..	..	..	46,999	4-22	10-3	S. I.

†The figures include credits for released materials.

E. I., Jodhpur and R. & K. Railways exclude while on account of value of stores returned to stock.

30§.—Analysis of operating expenses of Class I Railways for the year 1930-31—contd.

Railway.	TABLE G.—MISCELLANEOUS EXPENSES.					
	TOTAL GENERAL ADMINISTRATION—(G. I.)			TOTAL MISCELLANEOUS EXPENSES—LESS VALUE OF STORES RETURNED TO STOCK— (TOTAL ABSTRACT G.).		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
221	222	223	224	225	226	227
5' 6" GAUGE—contd.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	36,76,149	4.76	6.18	43,72,578	5.66	7.35
Bombay, Baroda and Central India	27,19,380	6.02	6.39	27,70,007	6.13	6.51
Eastern Bengal	23,12,646	5.78	7.43	27,12,487	6.78	8.71
East Indian	87,39,114	4.57	7.18	93,82,443	4.91	7.71
Great Indian Peninsula	56,47,154	3.67	5.38	57,12,065	3.71	5.44
Madras and Southern Mahratta	17,16,018	4.28	6.51	20,52,899	5.12	7.79
Nizam's State	3,19,923	2.55	4.97	3,21,039	2.56	4.99
North Western	66,36,867	4.20	5.12	72,62,901	4.60	5.60
South Indian	5,72,314	2.65	5.60	7,54,011	3.49	7.38
3' 3½" GAUGE—contd.						
Assam-Bengal	7,99,361	3.36	6.04	8,60,496	3.60	6.50
Bengal and North-Western	6,18,321	1.24	3.98	6,18,821	1.24	3.98
Bombay, Baroda and Central India	20,20,030	3.29	6.08	20,57,740	3.35	6.19
Burma	15,34,360	2.88	4.89	17,50,510	3.29	5.58
Eastern Bengal	8,53,761	3.40	5.18	9,73,486	3.47	5.91
Jodhpur	2,56,669	2.31	4.69	3,44,527	3.10	6.30
Madras and Southern Mahratta	10,77,810	2.21	5.05	12,56,236	2.58	5.89
Nizam's State	2,81,450	2.50	4.64	2,82,254	2.51	4.65
Rohilkund and Kumaon	1,42,805	1.27	4.13	1,63,566	1.45	4.73
South Indian	15,38,797	2.66	5.97	21,52,985	3.72	8.35
2' 6" AND 2' 0" GAUGES—contd.						
Bengal-Nagpur	98,726	0.85	2.20	99,345	0.86	2.21
Bombay, Baroda and Central India	14,448	0.59	1.81	14,448	0.59	1.81
Eastern Bengal	1,883	0.26	1.21	1,927	0.27	1.24
North Western	99,930	1.14	1.11	1,06,326	1.21	1.18
South Indian	13,198	1.19	2.90	13,994	1.26	3.08

§The figures for A. B., B. N., Burma, E. I., Jodhpur and R. & K. Railways exclude while those of other Railways include credits on account of value of stores returned to stock.

36§.—Analysis of operating expenses of Class I Railways for the year 1930-31—concl'd.

TABLES A. TO G.

Summary.

Railway.	General Administration.		Ordinary Repairs and Maintenance.		Operating Expenses.		Replacement and Renewal. Appropriation to Depreciation Fund.		Total.	Total—less value of stores returned to stock (Abstracts A to G).
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.		
228	229	230	231	232	233	234	235	236	237	238
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
5' 6" GAUGE—concl'd.										
Bengal-Nagpur . . .	1,32,54,336	22·3	1,89,43,367	31·9	1,94,22,476	32·7	84,34,911	14·2	6,00,55,090	5,94,63,183
Bombay, Baroda and Central India.	91,10,333	21·4	1,03,80,747	24·4	1,79,19,125	42·2	51,18,078	12·0	4,25,28,283	4,25,28,283
Eastern Bengal . . .	75,39,891	24·2	76,01,139	24·4	1,01,54,086	32·6	58,26,642	18·7	3,11,21,758	3,07,57,033
East Indian . . .	2,77,43,027	22·8	3,01,01,626	24·7	4,32,07,405	35·5	2,29,25,060	18·8	12,39,77,118	12,16,66,627
Great Indian Peninsula	1,99,38,140	19·0	2,38,90,270	22·7	4,22,93,539	40·3	1,89,20,904	18·0	10,50,42,853	10,50,42,853
Madras and Southern Mahratta.	58,18,161	22·1	74,04,797	28·1	93,21,917	35·3	38,18,092	14·5	2,63,62,967	2,63,62,967
Nizam's State . . .	16,47,598	25·6	15,90,016	24·7	22,25,051	34·6	9,66,122	15·0	64,28,787	64,28,787
North Western . . .	2,42,76,102	18·8	3,20,88,817	24·7	4,81,55,734	37·2	2,49,75,911	19·3	12,95,96,564	12,95,96,564
South Indian . . .	21,86,674	21·4	20,91,384	20·5	50,00,433	48·9	9,42,980	9·23	1,02,21,471	1,02,21,471
3' 3½" GAUGE—concl'd.										
Assam Bengal . . .	34,54,292	26·1	33,29,134	25·2	50,87,334	38·5	13,58,515	10·3	1,32,29,275	1,32,18,459
Bengal and North-Western.	34,59,579	22·3	52,98,013	34·2	58,37,174	37·6	9,13,827	6·89	1,55,08,593	1,55,08,593
Bombay, Baroda and Central India.	80,01,569	24·1	87,70,268	26·4	1,18,51,549	35·7	46,04,169	13·8	3,32,27,555	3,32,27,555
Burma . . .	67,72,841	21·5	79,51,222	25·3	1,15,72,016	36·8	51,72,180	16·4	3,14,68,259	3,13,91,846
Eastern Bengal . . .	34,41,401	20·9	44,67,462	27·1	52,59,156	31·9	33,04,623	20·1	1,64,72,642	1,63,69,452
Jodhpur . . .	13,05,082	23·9	18,58,440	34·0	22,64,521	41·4	2,49,960	4·57	56,78,003	54,67,008
Madras and Southern Mahratta.	44,60,460	20·9	62,23,088	29·2	83,09,235	39·0	23,24,727	10·9	2,13,23,510	2,13,23,510
Nizam's State.	15,38,179	25·4	13,43,452	22·1	18,31,161	30·2	13,55,703	22·3	60,68,495	60,68,495
Rohilkund and Kumaon	8,33,271	24·1	11,10,515	32·2	10,96,192	31·7	4,15,671	12·0	34,55,649	34,41,259
South Indian . . .	58,95,533	22·9	56,92,646	22·1	99,20,011	38·5	42,79,305	16·6	2,57,87,495	2,57,87,495
2' 6" & 2' 0" GAUGES—concl'd.										
Bengal-Nagpur . . .	8,99,059	20·0	18,91,940	42·1	14,54,178	32·4	2,54,776	5·67	44,99,953	44,93,989
Bombay, Baroda and Central India.	1,30,024	16·3	3,04,422	38·2	3,12,208	39·1	51,383	6·43	7,98,032	7,98,032
Eastern Bengal . . .	15,718	10·1	41,098	26·4	59,824	38·5	38,970	25·0	1,55,610	1,55,428
North-Western . . .	10,01,483	11·1	33,23,199	36·8	28,44,250	31·5	18,58,789	20·6	90,32,721	90,32,721
South Indian . . .	1,36,589	30·0	1,14,116	25·1	1,91,945	42·0	13,119	2·88	4,54,869	4,54,869

§ The figures for A. B., B. N., Burma, E. I., Jodhpur, R. & K. Railways exclude while those of other Railways include credits on account of value of stores returned to stock.

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31.—Statement of Oil Consumption on Class I Railways during the years 1929-30 and 1930-31.

Railway.	Year.	Lubricating oil used on Engines.*				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles, (in terms of 4 wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal Nagpur	{ 1929-30 1930-31	369,255 407,375	529,989 498,223	6.24 6.66	6.29 6.60	764,742 702,493	2.00 1.96
Bombay, Baroda and Central India	{ 1929-30 1930-31	439,488 406,974	167,182 155,433	7.94 7.79	7.02 7.16	370,728 324,430	1.79 1.64
Eastern Bengal	{ 1929-30 1930-31	432,987 433,648	119,600 109,872	8.38 8.69	7.81 7.43	293,261 214,292	1.78 1.36
East Indian	{ 1929-30 1930-31	1,492,851 1,556,167	1,373,850 1,328,218	8.61 8.77	9.08 9.32	1,986,987 1,718,494	1.89 1.72
Great Indian Peninsula	{ 1929-30 1930-31	1,304,010 1,344,249	819,685 820,274	9.22 9.74	9.81 10.5	864,179 778,641	1.64 1.49
Madras and Southern Mahratta	{ 1929-30 1930-31	430,114 436,963	231,763 216,878	9.26 9.49	10.7 10.8	313,308 291,258	1.95 1.88
Nizam's State	{ 1929-30 1930-31	83,599 97,972	67,611 76,456	6.96 7.72	8.59 9.46	45,174 58,450	1.06 1.29
North Western	{ 1929-30 1930-31	1,686,392 1,510,498	1,068,220 991,314	8.79 8.44	12.1 11.6	1,366,217 1,252,699	1.98 1.87
South Indian	{ 1929-30 1930-31	211,262 237,324	75,316 75,903	9.04 9.17	8.84 9.21	74,980 63,786	1.35 1.07
Total	{ 1929-30 1930-31	6,449,958 6,431,170	4,453,216 4,272,571	8.57 8.66	9.19 9.39	6,079,576 5,404,543	1.56 1.71
3' 3½" GAUGE.							
Assam Bengal	{ 1929-30 1930-31	188,419 200,335	38,224 33,759	5.74 5.96	6.21 6.68	126,016 142,895	1.28 1.43
Bengal and North Western	{ 1929-30 1930-31	345,638 347,037	111,947 112,894	6.60 5.61	5.87 5.88	224,352 240,350	1.16 1.22
Bombay, Baroda and Central India	{ 1929-30 1930-31	434,620 411,142	225,307 219,319	6.34 6.28	6.01 6.00	362,806 414,463	1.29 1.54
Burma	{ 1929-30 1930-31	345,580 362,468	277,413 255,691	6.56 6.61	9.26 10.2	190,040 208,328	0.84 0.98
Eastern Bengal	{ 1929-30 1930-31	188,157 185,114	69,274 65,467	5.88 6.34	5.75 5.94	129,478 137,681	1.02 1.18
Jodhpur	{ 1929-30 1930-31	81,933 88,671	17,117 16,341	5.68 5.84	4.88 4.83	45,737 48,654	0.86 0.91
Madras and Southern Mahratta	{ 1929-30 1930-31	322,183 333,732	274,646 241,982	6.68 6.72	7.35 7.47	160,866 166,859	0.84 0.94
Nizam's State	{ 1929-30 1930-31	84,961 101,423	41,530 46,895	6.13 7.42	8.26 9.46	51,864 55,869	1.56 1.57
Rohilkund and Kumaon	{ 1929-30 1930-31	68,249 72,718	6,461 13,366	4.77 4.36	3.27 4.54	64,241 67,258	1.76 1.79
South Indian	{ 1929-30 1930-31	361,246 370,991	134,483 125,499	5.64 5.65	5.89 5.95	267,702 258,900	1.34 1.34
Total	{ 1929-30 1930-31	2,420,986 2,473,631	1,196,402 1,131,213	6.01 6.08	6.82 7.00	1,623,102 1,741,257	1.13 1.25

*Excluding shunting, siding and departmental.

31.—Statement of Oil Consumption on Class I Railways during the years 1929-30 and 1930-31—concl'd.

Railway.	Year.	* Lubricating oil used on Engines.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2' 6" AND 2' 0" GAUGES.			
Bengal Nagpur	1929-30	100,207	4.21
	1930-31	102,532	4.29
Bombay, Baroda and Central India	1929-30	21,131	5.51
	1930-31	24,638	5.70
Eastern Bengal	1929-30	7,763	7.02
	1930-31	7,744	6.54
Great Indian Peninsula	1929-30	46,665	8.83
	1930-31	43,590	8.90
North Western	1929-30	177,030	10.2
	1930-31	179,799	10.1
South Indian	1929-30	8,364	4.69
	1930-31	8,825	4.67
Total	1929-30	361,160	6.77
	1930-31	367,128	6.80

* Includes Departmental figures.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India and Great Indian Peninsula Railways for the years 1929-30 and 1930-31.

Particulars.	Year.	Results.	
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.
1	2	3	4
<i>Physical Statistics.</i>			
1. Sections electrified	(1) Churchgate to Grant Road (2) Grant Road to Bandra through lines, (3) Grant Road Bandra Local Lines, (4) Bandra to Borivli Local Lines.		(1) Victoria Terminus to Kurla (Harbour Branch); (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan (local and through); (4) Kalyan to Poona and Igatpuri.
2. Date of first opening for public service .. .. .	.. .. .	5th January 1928	3rd February 1925.
3. Mileage equipped for electric service on 31st March.			
3-01. Route mileage	1930	22.50	129.44
	1931	21.25	181.70
3-02. Track mileage (excluding sidings)	1930	76.10	§324.32
	1931	62.54	425.90
4. Mileage open for electric service on 31st March.	1930	22.50	129.44
	1931	21.25	181.70
5. No. of sub-power stations on 31st March	1930	3	11
	1931	3	15
6. No. of electric railway stations on 31st March.	1930	21	48
	1931	21	60
7. Mileage of transmission cable on 31st March	1930	†61	27.40
	1931	†58	376.12
<i>Rolling Stock.</i>			
8. Average authorised stock (in units)—			
8-01. Motor coaches	1929-30	40	53
	1930-31	40	53
8-02. Trailer coaches	1929-30	120	153
	1930-31	120	153
9. Average number on line (in units)—			
9-01. Motor coaches	1929-30	40	52
	1930-31	40	53
9-02. Trailer coaches	1929-30	119	153
	1930-31	120	153
9-03. Train units*	1929-30	40	51
	1930-31	40	51
10. Average number under or awaiting repairs (in units)—			
10-01. Motor coaches	1929-30	3	8
	1930-31	3	9
10-02. Percentage of item 9-01	1929-30	8.02	15.4
	1930-31	6.67	17.0
10-0. Trailer coaches	1929-30	10	24
	1930-31	8	63
10-04. Percentage of item 9-02	1929-30	8.23	15.7
	1930-31	6.67	15.0

* A "train unit" is a motor coach and three trailers.

† Overhead 26½ miles and underground 31½ miles.

‡ Overhead 26½ miles and underground 34½ miles.

§ Revised figures.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India and Great Indian Peninsula Railways for the years 1929-30 and 1930-31—contd.

Particulars.	Year.	Results.	
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.
1	2	3	4
<i>Rolling Stock—contd.</i>			
11. Average number available for use (in units)—			
11-01. Motor coaches	1929-30 ..	37	44
	1930-31 ..	37	44
11-02. Trailer coaches	1929-30 ..	109	129
	1930-31 ..	112	130
12. Average number in use daily (in units)—			
12-01. Motor coaches	1929-30 ..	35	38
	1930-31 ..	35	39
12-02. Trailer coaches	1929-30 ..	104	114
	1930-31 ..	104	117
12-03. Train units†	1929-30 ..	35	38
	1930-31 ..	35	39
13. Average number spare or stored in good repair (in units)—			
13-01. Motor coaches	1929-30 ..	2	4
	1930-31 ..	3	5
13-02. Trailer coaches	1929-30 ..	5	15
	1930-31 ..	8	13
<i>Operating Statistics.</i>			
14. Train miles—Passenger—			
14-01. Total unit traffic trains ..	1929-30 ..	176,551	1,116,345
	1930-31 ..	198,626	1,159,981
14-02. Total two unit traffic trains ..	1929-30 ..	945,613	1,107,100
	1930-31 ..	938,269	1,127,316
14-03. Total traffic trains	1929-30 ..	2,067,777	3,331,045
	1930-31 ..	2,075,164	3,414,613
14-04. Other trains	1929-30 ..	49,509	4,936
	1930-31 ..	44,907	886
15. Hours—			
15-01. Traffic trains	1929-30 ..	105,954	102,173
	1930-31 ..	104,605	104,859
15-02. Other	1929-30 ..	3,810	35,576
	1930-31 ..	3,556	31,184
15-03. Total	1929-30 ..	109,764	137,749
	1930-31 ..	108,161	136,043
16. Vehicle miles (in units)—			
16-01. Passenger trains	1929-30 ..	16,542,224	*13,324,180
	1930-31 ..	8,300,656	13,658,452
16-02. Other trains	1929-30 ..	396,072	*19,744
	1930-31 ..	179,626	3,544
17. Train usage—			
17-01. Train unit miles per day per train unit in use.	1929-30 ..	166-0	241
	1930-31 ..	168-0	240
17-02. Train unit miles per day per train unit on line.	1929-30 ..	145-0	179
	1930-31 ..	144-0	184

* Revised figures.

† A "train unit" is a motor coach and three trailers.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India and Great Indian Peninsula Railways for the years 1929-30 and 1930-31—contd.

Particulars.	Year.	Results.	
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.
1	2	3	4
<i>Operating Statistics—contd.</i>			
18. Train usage—			
18-01. Train unit hours per day per train unit in use.	1929-30 ..	8.69	9.93
	1930-31 ..	8.57	9.56
18-02. Train unit hours per day per train unit on line.	1929-30 ..	7.59	7.40
	1930-31 ..	7.34	7.31
19. Vehicle usage—			
19-01. Motor coach miles per day per motor coach on line (in units.)	1929-30 ..	296	179
	1930-31 ..	145	184
19-02. Trailer-coach miles per day per trailer coach unit on line.	1929-30 ..	295	*179
	1930-31 ..	145	184
20. Motor coach failures—			
20-0. Number	1929-30 ..	6	127
	1930-31 ..	1	97
20-02. Motor coach miles per motor coach failure (in units).	1929-30 ..	61,811	26,268
	1930-31 ..	318,619	35,211
21. Power supply failures—			
21-01. Failures originating at source of supply	1929-30 ..	Nil	Nil
	1930-31 ..	Nil	Nil
21-02. Failures originating at sub-station	1929-30 ..	1	2
	1930-31 ..	Nil	3
21-03. Failures on account of overhead track equipment.	1929-30 ..	1	29
	1930-31 ..	1	21
22. Number of passengers carried—			
22-01. First Class	1929-30 ..	109,104	43,505
	1930-31 ..	80,799	33,864
22-02. Second Class	1929-30 ..	2,524,200	1,351,109
	1930-31 ..	2,391,109	1,147,444
22-03. Third Class	1929-30 ..	28,227,174	31,036,777
	1930-31 ..	29,049,703	29,811,504
22-04. Total	1929-30 ..	30,860,478	32,431,391
	1930-31 ..	31,521,611	30,992,812

* Revised figures.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India and Great Indian Peninsula Railways for the years 1929-30 and 1930-31—concl'd.

Particulars.	Year.	Results.	
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.
1	2	3	4
<i>Operating Statistics—concl'd.</i>			
23. Passenger miles—			
23-01. First Class	1929-30 ..	1,050,513	448,533
	1930-31 ..	719,227	312,322
23-02. Second Class	1929-30 ..	20,390,484	9,908,266
	1930-31 ..	18,414,852	8,290,014
23-03. Third Class	1929-30 ..	215,815,565	241,190,279
	1930-31 ..	210,856,519	230,208,264
23-04. Total	1929-30 ..	237,256,562	251,547,078
	1930-31 ..	229,990,598	238,810,600
24. Earnings from passengers carried—			
24-01. First Class	1929-30 ..	35,501	19,155
	1930-31 ..	26,462	14,968
24-02. Second Class	1929-30 ..	3,57,916	1,82,719
	1930-31 ..	3,37,213	1,60,868
24-03. Third Class	1929-30 ..	22,34,174	25,06,960
	1930-31 ..	23,24,462	23,77,995
24-04. Total	1929-30 ..	26,27,591	27,10,834
	1930-31 ..	26,88,137	25,53,831
25. Earnings from, and cost of electric train working—			
25-01. Earnings per passenger mile. Pies	1929-30 ..	2-13	2-07
	1930-31 ..	2-24	2-05
25-02. Cost per passenger mile. Pies	1929-30 ..	2-07	*2-46
	1930-31 ..	1-80	3-29
25-03. Earnings per train mile. Rs.	1929-30 ..	1-26	*0-81
	1930-31 ..	1-29	0-75
25-04. Cost per train mile. Rs.	1929-30 ..	1-22	*1-36
	1930-31 ..	1-02	1-20
26. Gross ton miles (including Departmental)	1929-30 ..	502,171,132	603,048,934
	1930-31 ..	449,127,062	625,080,145
27. Power used—			
27-01. Total power for traction and train lighting kilo-watt hours.	1929-30 ..	33,971,351	*46,085,894
	1930-31 ..	31,864,426	43,736,970
27-02. Kilo-watt hours per train unit mile	1929-30 ..	16-2	*14-2
	1930-31 ..	15-2	13-1
27-03. Kilo-watt hours per 1,000 gross ton miles	1929-30 ..	67-6	*77-9
	1930-31 ..	70-9	72-1
28. Lubricating oil used for all purposes (including Departmental)—			
28-01. Total pints	1929-30 ..	66,829	131,931
	1930-31 ..	63,332	144,905
28-02. Pints per 1,000 vehicle miles	1929-30 ..	3-95	*9-83
	1930-31 ..	8-06	10-6

* Revised figures.

33.—Statement of Steam Coach and Rail Motor Performances on Class I Railways during the years 1929-30 and 1930-31.

(i) Steam Coach Performance.

Railway.	Years.	Average authorised stock (in units).	Average number on line (in units).	Steam Coach miles. (In thou- sands.)	Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
						Number.	Steam coach miles per steam coach failure.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal-Nagpur	1929-30	2	2	20	27.1	Nil	Nil	21.3
	1930-31	2	2	14	18.9	Nil	Nil	24.7
Eastern Bengal	1929-30	Nil	1	5	14.7	Nil	Nil	11.1
	1930-31	1	1	8	21.8	1.00	7,959.0	42.3
East Indian	1929-30	3	3	62	56.6	6.00	10,337.0	13.1
	1930-31	3	3	46	41.7	4.00	11,414.0	11.8
Great Indian Peninsula	1929-30	4	4	43	29.6	Nil	Nil	19.5
	1930-31	4	4	28	19.0	Nil	Nil	32.6
North-Western	1929-30	5	4	63	40.9	2.00	31,693.0	13.5
	1930-31	5	4	77	52.8	4.00	19,298.0	14.5
Total	1929-30	14	14	193	37.8	8.00	24,125.0	15.5
	1930-31	15	14	173	33.9	9.00	19,222.0	18.8
3' 3½" GAUGE.								
Bombay, Baroda & Central India	1929-30	3	3	37	121.5	Nil	Nil	18.3
	1930-31	3	3	116	106.0	Nil	Nil	17.0
Eastern Bengal	1929-30	Nil	2	31	42.2	Nil	Nil	16.5
	1930-31	2	2	27	37.4	Nil	Nil	17.0
Nizam's State	1929-30	2	2	26	36.0	7.00	3,724.0	12.9
	1930-31	2	2	48	66.0	1.00	47,654.0	12.3
Total	1929-30	5	7	94	36.8	7.00	13,428.6	16.2
	1930-31	7	7	191	74.8	1.00	1,91,000.0	15.8
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur	1929-30	3	3	48	43.9	Nil	Nil	17.0
	1930-31	3	3	25	22.9	Nil	Nil	18.7

(ii) Rail Motor Performance.

Railway.	Year.	Average authorised stock.	Average number on line.	Rail motor miles. (In thous- ands.)	Rail motor miles per rail motor day.	Rail motor failures.		Gallons of fuel consumed per 100 rail motor miles.
						Number.	Rail motor miles per rail motor failure.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
North-Western	1929-30	2	2	2	2.44	Nil	Nil	12.4
	1930-31	2	2	3	4.67	Nil	Nil	10.1
3' 3½" Gauge.								
South Indian	1929-30	4	4	20	13.9	Nil	Nil	14.6
	1930-31	4	4	44	29.8	3.00	14,500	13.7
2' 6" GAUGE.								
North Western	1929-30	9	9	102	31.0	3.00	33,902	17.4
	1930-31	9	9	103	31.4	2.00	51,647	19.8

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1931.

Railway.	Loco- mo- tives.	Rail Motor Cars.	Steam Coach- es.	Elec- tric Motor Coach- es.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS WAGONS† (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			RAILWAY SERVICE VEHICLES.‡	
					Passenger vehicles.					Other coach- ing vehi- cles.	Total.	Cover- ed and open wag- ons.	Special wag- ons.	Total.	Coach- ing (in- clud- ing off- icers' car- riages).	Goods (including inspection trolleys, Travelling cranes and Dummy Trucks).
					Num- ber.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
3' 3½" Gauge.																
Bengal Dooars . . .	19	..	..	..	58	122	90	349	2,643	8	66	450	..	450	6	10
Bhavnagar State . .	31	1	..	..	116	153	340	..	4,640	35	151	649	9	658	10	11
Bikaner State . . .	55	..	..	..	125	186	246	323	5,848	34	159	1,219	..	1,219	10	56
Dibru-Sadiya . . .	31	..	..	..	45	157	116	107	2,523	20	65	1,483	122	1,605	8	4
Gondal	21	..	..	..	88	144	306	..	2,809	23	111	392	..	392	4	30
Jamnagar and Dwarka	23	..	..	..	53	84	165	..	1,893	18	71	321	4	325	4	4
Junagad State . . .	21	..	..	..	112	122	357	..	2,370	8	120	304	13	347	7	16
Morvi	22	1	..	..	94	140	264	..	2,803	23	117	250	..	250	..	2
Mysore	35	..	..	..	140	127	244	247	5,224	26	166	495	..	495	20	29
Total	258	2	..	..	831	1,235	2,128	1,026	30,753	195	1,026	5,863	148	6,011	68	161
2' 6" Gauge.																
Barsi Light	35	1	2	..	119	104	278	..	4,971	51	120	275	3	278	1	14
Gaekwar's Baroda State	40	2	1	..	206	92	154	37	6,366	47	393	1,268	26	1,294	13	21
Mysore	13	..	..	..	26	30	54	..	1,158	..	26	74	..	74	2	11
Shahdara (Delhi) Saha- ranpur Light.	10	..	..	..	49	12	36	84	1,277	1	50	225	4	229	4	1
Total	98	3	3	..	490	238	522	121	13,772	9	499	1,842	33	1,875	20	47
2' 0" Gauge.																
Darjeeling-Himalayan .	35	2	..	..	110	234	266	..	2,221	26	136	548	..	548	..	..
Howrah-Amta Light . .	19	..	..	..	130	86	..	324	2,685	14	144	82	..	82	2	1
Mysore	6	..	..	..	7	..	16	..	180	..	7	47	..	47	..	1
Total	60	2	..	..	247	320	282	324	5,086	40	287	677	..	677	2	2
CLASS III RAILWAYS.																
3' 3½" Gauge.																
Porbandar State . . .	7	..	..	..	18	12	60	..	567	7	25	343	2	345	2	11
Udaipur-Chitorgarh . .	12	..	..	..	43	28	72	60	1,645	10	53	71	..	71	1	..
Total	19	..	..	..	61	40	132	60	2,212	17	78	414	2	416	3	11
2' 6" Gauge.																
Ahmadpur-Katwa . . .	5	..	..	..	19	18	18	64	448	44	23	22	..	22	..	..
Arrah-Sasaram Light . .	6	..	..	..	33	32	..	86	758	4	37	73	..	73	2	1
Bankura-Damodar Ri- ver.	9	..	..	..	27	21	21	112	632	6	33	72	..	72	..	1
Baraset-Basirhat Light	9	..	..	..	45	71	..	139	1,233	4	49	65	..	65	2	1
Carried over	29	..	..	..	124	142	39	401	3,971	18	142	232	..	232	4	3

* Brake vans.

† Includes 2 horse boxes and 4 carriage and motor trucks.

‡ In units.

§ Inspection saloon.

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1931—concl'd.

Railway.	Loco- mo- tives.	Rail Motor Cars.	Steam Coach- es.	Elec- tric Motor Coach- es.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS WAGONS† (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			RAILWAY SERVICE VEHICLES.	
					Passenger vehicles.					Other coach- ing vehic- les.	Total.	Cover- ed and open Wag- ons.	Special wa- gons.	Total.	Coach- ing (in- clud- ing offi- cers' car- riages).	Goods (including inspection trolleys Travelling cranes and Dummy Trucks).
					Num- ber.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	29	..	..	..	124	142	39	401	3,071	18	142	232	..	232	4	3
CLASS III RAIL- WAYS—concl'd.																
2' 6" Gauge.																
Bengal Provincial .	8	..	..	..	28	20	20	32	614	*2	30	62	..	62	1	2
Bukhtiarpur-Bihar Light.	6	..	..	..	20	34	28	115	394	3	23	68	..	68	2	1
Burdwan-Katwa .	6	..	..	..	22	18	18	96	512	*4	26	36	..	36	..	1
Cutch State .	5	1	..	..	14	..	60	..	424	..	14	65	*2	67	..	..
Dehri-Rohas Light.	6	2	..	1	6	20	..	12	158	..	6	129	6	135	1	2
Dholpur-Bari .	6	..	..	..	9	20	..	..	402	..	9	117	3	120	..	1
Futwah-Islampur .	3	..	..	..	8	12	..	39	352	..	8	28	..	28	1	..
Jessore-Jhenidah .	7	1	..	..	19	18	22	38	408	2	21	39	1	40	..	..
Kalighat-Falta .	10	..	..	..	38	30	34	112	1,090	*8	46	45	..	45	..	..
Tezporc-Balipara Light.	5	..	..	..	18	32	..	60	616	3	21	95	..	95	..	..
Total .	91	4	..	1	306	346	221	1,005	8,031	40	346	916	..	928	9	10
2' 0" Gauge.																
Gwalior Light .	15	..	..	..	34	20	50	..	917	15	49	332	..	332	6	9
Howrah-Sheakhala Light.	3	..	..	..	29	28	..	56	560	1	30	12	..	12	..	2
Jagadhri Light .	4	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat (Provincial) .	6	1	..	..	20	28	22	107	388	5	25	64	11	75	..	3
Kulasekarapatnam Light.	†4	7	..	..	24	..	..	..	768	..	24	45	..	45	..	3
Matheran Light .	4	3	..	..	29	107	127	..	162	2	31	23	*2	25	2	1
Trivellore Light .	1	3	..	..	14	..	..	..	94	..	14	4	1	5	..	1
Total .	37	14	..	..	154	189	199	177	2,973	24	178	487	14	501	8	19

* Brake vans.

† Motor Locomotives.

‡ In units.

35.—Statement of Net Additions to Equipment of Class II and III Railways during the year 1930-31.

Railway.	Loco- motives.	Rail- motor- cars.	Steam coaches.	Electric Motor Coaches.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS WAGONS (EX- CLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			RAILWAY SERVICE VEHICLES.	
					Passenger Vehicles.							Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (in- cluding inspection trolleys, Travelling Cranes and Bulky Trucks).
					No.	Seats by Classes.				Other coaching vehicles.	Total.					
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
3' 3½" Gauge.																
Bhavnagar State . . .	..	..	..	..	..	2	47	..	170	..	..	71	..	71	..	..
Bikaner State . . .	..	..	..	..	11	24	18	30	545	..	11	..	..	..	1	..
Dibru Sadiya . . .	3	..	..	..	6	..	..	..	474	..	6	..	..	..	..	..
Gondal . . .	..	..	..	..	3	12	16	..	166	..	3	30	..	30	..	..
Jamnagar and Dwarka .	..	..	..	..	2	15	24	..	5	..	2	..	..	..	..	..
Junagad State . . .	..	..	..	..	..	..	..	..	4	..	..	10	..	10	..	..
Morvi . . .	..	1	..	..	1	6	8	..	28	..	1	24	..	24	..	..
Mysore . . .	3	..	..	..	8	12	42	48	305	1	9	51	..	51	..	..
Total . . .	6	1	..	..	31	71	107	87	1,689	1	32	204	..	204	1	..
2' 6" Gauge.																
Barsi Light . . .	2	..	..	..	16	..	..	..	384	..	16	..	..	..	..	..
Gaekwar's Baroda State .	..	..	..	..	16	..	..	..	251	..	16	..	..	..	..	*1
Total . . .	2	..	..	..	32	..	..	..	635	..	32	..	..	..	..	*1
2' 0" Gauge.																
Howrah-Amra Light . .	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..
Total . . .	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..
CLASS III RAILWAYS.																
3' 3½" Gauge.																
Porbandar . . .	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	3
Udaipur-Chitorgarh . .	..	..	..	..	1	..	..	..	..	..	1	4	..	4	..	..
Total . . .	..	..	..	..	1	..	..	..	..	1	2	4	..	4	..	3
2' 6" Gauge.																
Ahmadpur-Katwa . . .	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Arrah-Sasaram Light . .	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..
Bankura-Damodar River .	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Baraset Basirhat Light .	..	..	..	..	..	16	..	34	..	..	..	..	..	..	..	..
Bukhtiarpur-Bihar Light .	..	..	..	..	..	7	8	12	..	..	..	..	..	..	..	..
Burdwan-Katwa . . .	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cutch State . . .	2	1	..	..	6	..	..	..	276	..	6	33	..	33	..	..
Kalighat Falta . . .	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tezpur-Balipara . . .	..	..	..	..	1	..	..	..	48	..	1	3	..	3	..	..
Total . . .	10	1	..	..	7	23	8	48	324	..	7	36	..	36	..	..
2' 0" Gauge.																
Gwalior Light . . .	1	..	..	..	18	12	37	..	274	1	19	1	..	1	1	..
Kulasekarapatnam Light .	..	2	..	..	3	..	..	..	132	..	3	5	..	5	..	2
Total . . .	1	2	..	..	15	12	37	..	142	1	16	4	..	4	1	2

B50CRAccts.

*Travelling crane.
†In units.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINE WHETHER LOCAL OR FOREIGN (IN HUNDREDS).					Other traffic.	PASSENGERS CARRIED (IN HUNDREDS).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total (= Col. 8+9)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS II RAILWAYS.													
Barsi Light	2' 6"	1929-30	2	7.4	..	1,539.9	1,547.5	228.2	2	8.3	..	1,767.2	1,775.7
		1930-31	1	8.9	..	1,264.1	1,268.1	172.3	2	4.7	..	1,435.5	1,440.4
Bengal Dooars	3' 3½"	1929-30	1.7	4.0	44.0	1,409.4	1,459.1	76.8	1.9	4.6	46.1	1,433.3	1,535.9
		1930-31	1.3	3.3	30.6	1,308.9	1,344.1	54.7	1.5	3.7	32.0	1,361.6	1,398.8
Bhavnagar State	3' 3½"	1929-30	1.4	27.2	..	2,551.3	2,579.9	342.7	2.0	34.4	..	2,586.2	2,922.6
		1930-31	1.2	24.5	..	2,402.4	2,428.1	330.3	1.8	30.6	..	2,726.0	2,758.4
Bikaner State	3' 3½"	1929-30	1.0	4.7	19.6	2,103.5	2,130.8	209.5	1.5	8.7	23.1	2,307.0	2,340.3
		1930-31	9	6.8	19.5	2,032.3	2,059.5	191.8	1.4	8.8	21.9	2,219.2	2,251.3
Darjeeling Himalayan	2' 0"	1929-30	2.2	13.3	..	895.0	910.5	24.3	3.7	20.9	..	910.2	934.8
		1930-31	1.3	12.5	..	836.3	850.1	19.0	2.7	17.7	..	848.7	869.1
Dibru Sadiya	3' 3½"	1929-30	5.5	11.1	37.7	1,852.2	1,906.5	115.6	6.0	12.0	41.1	1,963.0	2,022.1
		1930-31	5.1	8.7	36.9	1,840.1	1,890.8	108.9	5.6	9.5	39.9	1,944.7	1,999.7
Gaekwar's Baroda State	2' 6"	1929-30	7	14.5	1.5	3,722.9	3,739.6	365.7	8	16.2	1.5	4,036.8	4,105.3
		1930-31	6	11.9	4.3	3,303.4	3,320.2	314.5	6	13.4	4.5	3,616.2	3,634.7
Gondal	3' 3½"	1929-30	7	22.8	..	1,735.4	1,808.9	891.6	2.0	42.6	..	2,655.9	2,700.5
		1930-31	6	18.3	..	1,689.8	1,708.7	808.5	1.8	35.4	..	2,480.0	2,517.2
Howrah-Amta Light	2' 0"	1929-30	6.7	..	106.9	3,033.9	3,197.5	5	6.7	..	106.9	3,084.4	3,198.0
		1930-31	6.7	..	88.4	2,877.6	2,972.7	2	6.7	..	88.4	2,877.8	2,972.9
Jamnagar and Dwarka	3' 3½"	1929-30	1.0	8.2	..	609.2	618.4	88.6	1.4	11.1	..	694.5	707.0
		1930-31	7	8.2	..	612.0	620.9	88.9	1.0	11.3	..	697.5	709.8
Junagad State	3' 3½"	1929-30	1.2	24.1	..	1,535.9	1,561.2	266.1	1.7	30.5	..	1,795.1	1,827.3
		1930-31	9	20.7	..	1,439.7	1,461.3	244.5	1.3	26.3	..	1,678.2	1,705.8
Morvi	3' 3½"	1929-30	1.9	10.8	..	624.8	636.6	327.8	2.5	23.2	..	938.7	964.4
		1930-31	9	10.4	..	641.7	653.0	317.4	2.1	22.5	..	945.8	970.4
	3' 3½"	1929-30	3.6	36.4	64.6	3,306.5	3,411.1	116.6	4.0	38.2	66.9	3,418.6	3,527.7
		1930-31	2.6	27.2	54.3	2,997.0	3,081.1	112.7	3.0	29.2	56.2	3,105.4	3,193.8
Mysore	2' 6"	1929-30	..	2.3	..	805.4	807.7	24.8	..	2.4	..	830.1	832.5
		1930-31	..	2.0	..	665.9	667.9	23.9	1	2.1	..	689.6	691.8
	2' 6"	1929-30	..	3	..	49.7	50.0	1	..	3	..	49.8	50.1
		1930-31	..	2	..	46.4	46.6	..	..	2	..	46.4	46.6
Shahdara (Delhi)-Saharanpur Light.	2' 6"	1929-30	2	1.4	6.3	1,134.3	1,142.2	19.0	2	1.5	15.7	1,143.8	1,161.2
		1930-31	1	1.5	11.4	1,028.0	1,041.0	17.6	1	1.5	11.7	1,045.3	1,058.6
TOTAL CLASS II RAILWAYS		1929-30	27.1	190.5	230.6	27,869.3	27,507.5	3,097.9*	34.6*	254.9*	301.3*	30,014.6*	30,605.4*
		1930-31	23.0	160.1	245.4	24,985.6	25,414.1	2,805.2*	29.9*	216.9*	254.6*	27,717.9*	28,219.3*
CLASS III RAILWAYS.													
Ahmadpur-Katwa	2' 6"	1929-30	1	6	5.2	274.2	280.1	7.9	1	7	5.7	281.5	288.0
		1930-31	..	7	4.5	239.6	244.8	6.6	..	8	4.8	245.8	251.4
Arrah-Sasaram Light	2' 6"	1929-30	9	..	7.1	661.1	669.1	3.8	9	..	7.2	664.8	672.9
		1930-31	1.0	..	7.2	636.8	644.9	3.7	1.0	..	7.3	640.3	648.6
Bankura-Damodar River	2' 6"	1929-30	1	6	2.1	248.0	250.8	1.2	1	6	2.2	249.1	252.0
		1930-31	..	5	2.2	203.7	206.4	1.5	..	5	2.3	205.1	207.9
Baraset-Basirhat Light	2' 6"	1929-30	4.1	..	53.9	1,545.7	1,603.7	2.7	4.1	..	54.0	1,548.3	1,606.4
		1930-31	5.0	..	45.3	1,433.8	1,484.1	8	5.0	..	45.4	1,434.5	1,484.9
Bengal Provincial	2' 6"	1929-30	1	1.6	7.4	561.5	570.6	92.2	2	2.3	11.4	648.9	662.8
		1930-31	2	1.5	7.0	486.5	496.1	86.9	4	2.1	12.5	568.0	583.0

* Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys

Class II and III Railways for the years 1929-30 and 1930-31.

PASSENGER MILES (IN THOUSANDS).					AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.					EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS).					Railway.	
1st.	2nd.	Inter.	3rd.	Total.	† 1st.	† 2nd.	† Inter.	† 3rd.	† Total.	1st.	2nd.	Inter.	3rd.	Total.		
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29		30
11	385	..	62,546	62,942	53.0	46.2	..	35.4	35.4	Rs. 1	Rs. 20	..	Rs. 13.03	Rs. 13.24	Class II Rys. Bansi Light.	
9	236	..	49,886	50,131	54.8	50.3	..	34.8	34.8	1	12	..	10.39	10.52		
49	124	876	30,016	31,065	26.7	27.2	19.0	20.2	20.2	7	8	25	4.90	5.30	Bengal Dooars.	
44	101	585	26,589	27,319	29.6	27.4	18.3	19.5	19.5	6	6	17	4.34	4.63		
126	1,537	..	79,805	81,468	61.4	44.7	..	27.7	27.9	12	75	..	14.36	15.23	Bhavnagar State.	
106	1,296	..	75,859	77,261	59.3	42.4	..	27.8	28.0	10	66	..	13.62	14.38		
120	606	1,221	87,993	89,940	82.3	69.9	52.9	38.1	38.4	19	47	38	18.33	19.37	Bikaner State.	
113	611	1,210	84,882	86,816	81.7	69.1	55.2	38.2	38.6	16	44	37	17.68	18.65		
165	773	..	11,537	12,475	44.5	37.1	..	12.7	13.4	48	86	..	3.61	4.95	Darjeeling Himala- yan.	
104	633	..	11,715	12,452	38.7	35.8	..	13.8	14.3	31	65	..	3.30	4.26		
122	257	804	27,027	28,210	20.3	21.4	19.6	13.8	14.0	15	16	28	5.62	6.21	Dibru Sadiya.	
115	211	820	26,824	27,970	19.2	21.1	20.5	13.8	14.0	14	13	28	5.59	6.14		
24	288	23	53,162	53,497	30.0	17.8	15.5	13.3	13.3	3	18	1	12.46	12.68	Gaekwar's Baroda State.	
20	250	71	46,953	47,294	33.7	18.7	15.8	13.0	13.0	3	16	..	10.99	11.29		
95	1,476	..	61,825	63,396	47.5	34.6	..	23.3	23.5	9	68	..	11.26	12.03	Gondal.	
83	1,282	..	58,699	60,044	41.5	36.6	..	23.7	23.9	8	59	..	10.70	11.37		
100	..	1,109	39,672	40,881	14.0	..	10.0	12.0	12.0	6	..	30	8.72	9.08	Howrah- Amra Light.	
113	..	824	37,778	38,715	16.0	..	9.00	13.0	13.0	5	..	23	8.12	8.40		
87	583	..	25,135	25,805	61.0	53.0	..	36.0	37.0	9	32	..	5.95	6.36	Jamnagar and Dwarka.	
60	613	..	24,104	24,777	59.8	54.1	..	34.6	34.9	6	33	..	5.64	6.03		
62	804	..	37,170	38,036	37.3	26.4	..	20.7	20.8	6	37	..	6.75	7.18	Junagad State.	
47	706	..	34,664	35,417	36.3	26.9	..	20.7	20.8	4	33	..	6.29	6.66		
162	1,417	..	38,284	39,863	65.3	61.0	..	40.8	41.3	16	70	..	7.12	7.98	Morvi.	
140	1,356	..	37,454	38,950	65.3	60.3	..	39.6	40.1	13	67	..	7.03	7.83		
287	1,643	2,785	87,729	92,444	72.0	43.0	42.0	26.0	26.0	20	67	82	16.12	17.81	Mysore.	
244	1,531	2,523	76,451	80,749	81.3	52.4	44.9	24.6	25.3	18	63	73	14.02	15.56		
1	52	..	14,578	14,631	28.0	21.0	..	18.0	18.0	..	2	..	2.41	2.43	Shabdara (Delhi) Saharan- pur Light.	
1	47	..	11,324	11,372	10.0	22.4	..	16.4	16.4	..	2	..	1.87	1.89		
..	4	..	811	815	..	14.0	..	16.0	16.0	..	..	..	15	15	Total Class II Rys.	
..	3	..	706	709	..	15.0	..	15.2	15.2	..	..	..	13	13		
4	39	344	22,564	22,951	19.0	26.0	21.0	19.0	19.0	1	2	13	5.29	5.45	Ahmedpur Katwa.	
2	41	295	20,724	21,062	29.0	27.0	25.0	19.0	19.0	..	3	11	4.87	5.01		
1,415	9,988	7,162	679,854	698,419	140.9	139.2	123.8	122.6	122.8	1,72	5,48	2,17	1,36.08	1,45.45	Arrah- Sasaram Light.	
1,201	8,917	6,328	624,612	641,058	140.2	141.1	124.8	122.5	122.7	1,35	4,82	1,91	1,24.58	1,32.66		
															Class III Rys.	
1	11	88	3,373	3,473	14.0	16.0	16.0	12.0	12.0	1	1	3	1.05	1.10	Bankura- Damodar River.	
..	11	70	2,834	2,915	..	13.7	14.6	11.5	11.6	..	1	3	88	92		
24	..	217	13,538	13,779	23.0	..	30.0	20.0	20.0	3	..	8	3.13	3.24	Barnaset- Bansihat Light.	
25	..	218	12,592	12,835	25.0	..	29.0	19.0	19.0	3	..	8	2.94	3.05		
1	12	50	3,972	4,035	23.0	20.0	22.0	16.0	16.0	1	1	2	1.24	1.28	Bengal Provin- cial.	
..	11	50	3,249	3,310	..	22.0	21.7	15.8	15.9	..	1	2	1.02	1.05		
105	..	1,147	42,638	43,890	26.0	..	21.0	27.0	27.0	4	..	22	4.13	4.39	Bengal Provin- cial.	
161	..	1,110	29,072	30,343	31.0	..	24.0	20.0	20.0	6	..	20	3.78	4.04		
1	12	90	4,460	4,563	7.07	5.33	7.86	6.87	6.88	..	1	3	1.09	1.15	Bengal Provin- cial.	
2	12	91	3,766	3,871	5.41	5.63	7.31	6.62	6.64	..	1	3	93	97		

† Columns 20 to 24.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway considered as having made two or more separate journeys.

† Exclude refunds and remissions.

36.—Statement of Passengers and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1929-30 and 1930-31—contd.

Railway.	Gauge.	Year.	AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (In thous- ands).	* Aver- age miles a ton of goods was car- ried.	†† Earnings from tons carried (in thous- ands).	Average rate charged for carry- ing a ton of goods one mile. (In pies.)	
			1st.	2nd.	Inter.	3rd.	Total.	Originat- ing on home line (whether local or foreign).	* Other traf- fic.	* Total.					
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	
CLASS II RAILWAYS.															
Barsi Light	2' 6"	1929-30	20.0	10.0	..	4.00	4.04	147	62	209	10,284	51.6	Rs. 10.82	19.4	
		1930-31	20.0	10.0	..	4.00	4.03	131	52	183	9,555	52.2	8.99	18.1	
Bengal Dockers	3' 3½"	1929-30	25.5	12.3	5.52	3.13	3.27	169	147	316	20,602	65.2	20.62	19.2	
		1930-31	24.9	12.4	5.55	3.14	3.26	156	123	279	18,574	66.6	17.78	18.4	
Bhavnagar State	3' 3½"	1929-30	18.3	9.43	..	3.45	3.59	255	179	434	25,173	58.1	13.47	10.3	
		1930-31	18.7	9.68	..	3.45	3.57	240	155	395	23,485	59.5	12.76	10.4	
Bikaner State	3' 3½"	1929-30	30.0	15.0	6.00	4.00	4.10	261	210	471	47,486	100.8	22.50	9.10	
		1930-31	27.1	13.7	5.90	4.00	4.10	256	221	477	52,359	109.7	26.42	9.70	
Darjeeling Himalayan	2' 0"	1929-30	65.2	21.4	..	6.01	7.61	103	49	152	5,004	32.8	14.05	58.7	
		1930-31	57.4	19.9	..	6.43	6.57	98	47	145	4,675	32.3	13.21	54.3	
Dibru Sadiya	3' 3½"	1929-30	24.0	12.0	6.68	3.99	4.22	697	72	769	17,237	22.4	22.21	24.7	
		1930-31	23.4	11.8	6.56	4.00	4.23	810	81	891	22,547	25.3	23.89	20.3	
Gaekwar's Baroda State	2' 6"	1929-30	24.0	12.0	8.35	4.50	4.73	301	172	473	11,988	25.3	9.43	16.2	
		1930-31	19.8	12.3	5.80	4.42	4.60	268	148	416	10,975	26.4	9.19	17.3	
Gondal	3' 3½"	1929-30	18.2	8.85	..	3.50	3.64	102	300	402	18,310	45.5	11.06	10.5	
		1930-31	18.5	8.84	..	3.50	3.63	165	291	456	21,795	47.8	10.46	9.21	
Howrah-Amta Light	2' 0"	1929-30	9.00	..	6.00	4.00	4.26	51	11	62	1,275	20.7	1.70	25.8	
		1930-31	9.00	..	6.00	4.00	6.00	48	15	61	1,161	19.1	1.62	26.8	
Jamnagar and Dwarka	3' 3½"	1929-30	19.9	10.4	..	4.57	4.74	269	63	332	18,624	56.0	8.05	7.28	
		1930-31	19.9	10.5	..	4.49	4.68	259	57	316	18,411	58.3	6.72	7.01	
Junagad State	3' 3½"	1929-30	18.0	8.91	..	3.49	3.62	199	35	234	8,659	37.1	6.16	13.7	
		1930-31	17.7	8.92	..	3.48	3.61	187	35	222	8,611	38.9	5.96	13.3	
Morvi	3' 3½"	1929-30	18.0	9.43	..	3.57	3.84	62	250	312	19,636	63.0	11.37	11.1	
		1930-31	18.3	9.51	..	3.60	3.86	56	258	314	19,857	63.2	10.96	10.6	
	3' 3½"	1929-30	13.0	8.00	6.00	4.00	4.00	256	101	357	20,006	56.0	12.98	12.0	
		1930-31	14.2	7.90	5.56	3.52	3.70	213	103	316	18,190	57.6	11.76	12.4	
Mysore	2' 6"	1929-30	16.0	9.00	..	3.00	3.00	41	10	51	2,143	42.0	1.86	17.0	
		1930-31	..	8.17	..	3.17	3.19	31	8	39	1,625	41.7	1.39	16.4	
	2' 0"	1929-30	..	12.0	..	3.00	3.00	8	1	9	215	24.0	37	33.0	
		1930-31	..	..	..	3.54	3.52	8	..	8	228	28.5	36	30.3	
Shahdara (Delhi) Saharan- pur Light.	2' 6"	1929-30	20.0	12.0	7.50	4.50	4.56	75	43	118	5,532	46.7	4.75	16.5	
		1930-31	20.0	12.0	7.50	4.50	11.0	49	34	83	4,855	49.0	3.61	17.1	
TOTAL CLASS II RAILWAYS		..	1929-30	23.4	20.6	5.82	3.85	4.01	2,996	1,705*	4,701*	232,679	49.5*	1,70,50	24.1
			1930-31	21.6	10.4	5.79	3.83	3.97	2,973	1,628*	4,601*	236,103	51.3*	1,65,08	13.4
CLASS III RAILWAYS.															
Ahmedpur-Katwa	2' 6"	1929-30	24.0	12.0	8.00	6.00	6.00	9	4	13	263	22.0	18	12.0	
		1930-31	..	17.5	8.21	5.96	6.06	9	4	13	263	20.2	18	11.5	
Arrah-Sasaram Light	2' 6"	1929-30	20.0	..	7.50	4.50	4.51	46	9	55	1,691	30.8	94	10.7	
		1930-31	20.0	..	7.50	4.50	11.0	43	8	51	1,512	29.8	1.00	12.8	
Bankura-Damoodar River	2' 6"	1929-30	24.0	12.0	8.00	6.00	6.00	18	9	27	1,237	45.0	66	10.0	
		1930-31	..	17.4	7.68	6.03	6.09	14	8	22	965	43.9	50	9.60	
Baraset-Basirhat Light	2' 6"	1929-30	9.00	..	6.00	1.88	1.90	35	5	40	1,144	28.6	1.16	19.4	
		1930-31	9.00	..	6.00	4.00	6.00	35	6	41	1,193	..	1.11	18.8	
Bengal Provincial	2' 6"	1929-30	19.2	11.3	5.59	4.68	4.72	20	9	29	417	14.2	39	18.3	
		1930-31	20.9	10.8	5.39	4.76	4.81	16	8	24	312	13.0	34	26.9	

* Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway, are considered as two or more separate consignments.

† Exclude refunds and remissions.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1929-30 and 1930-31—contd.

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINE WHETHER LOCAL OR FOREIGN (IN HUNDREDS).					Other traffic.	PASSENGERS CARRIED (IN HUNDREDS).					
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total (Col. 8 +9.)	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
CLASS III—contd.														
Bukhtiarpur Bihar Light . . .	2' 6"	{	1929-30	2	2,3	12,6	528,0	543,0	75,1	3	2,6	17,8	597,4	618,1
			1930-31	2	2,3	13,6	521,7	537,8	69,8	2	2,7	17,9	580,8	607,6
Burdwan-Katwa . . .	2' 6"	{	1929-30	1	8	7,0	364,8	372,7	10,3	1	8	7,6	374,5	383,0
			1930-31	..	7	5,4	319,8	325,9	9,7	..	7	6,0	328,9	335,6
Cutch State . . .	2' 6"	{	1929-30	..	1,4	..	88,2	89,6	..	..	1,4	..	88,2	89,6
			1930-31	..	1,8	..	95,9	97,7	..	..	1,8	..	95,9	97,7
Dehri Rohtas Light . . .	2' 6"	{	1929-30	3	..	4	124,5	125,2	..	3	..	6	124,5	125,2
			1930-31	2	..	4	119,9	120,5	..	2	..	4	119,9	120,5
Dholpur-Bari . . .	2' 6"	{	1929-30	..	2	..	155,2	155,4	1	..	2	..	155,3	155,6
			1930-31	..	2	..	138,5	138,7	2	..	2	..	138,7	138,9
Futwah-Islampur . . .	2' 6"	{	1929-30	5	..	7,4	362,8	371,0	12,3	5	..	8,9	373,9	383,3
			1930-31	4	..	6,8	334,0	341,2	14,3	4	..	8,2	346,9	355,5
Gwalior Light . . .	2' 6"	{	1929-30	2	4,1	..	505,5	509,8	1,2	2	4,1	..	506,7	511,0
			1930-31	1	3,4	..	416,4	419,9	1,1	1	3,5	..	417,4	421,9
Howrah-Sheekhale Light . . .	2' 0"	{	1929-30	9	..	23,2	895,3	924,9	3	9	..	23,2	895,6	925,2
			1930-31	9	..	23,2	882,6	896,7	1	9	..	23,2	882,7	896,8
Jagadhri Light . . .	2' 0"	{	1929-30	1	..	7	177,5	178,3	..	1	..	7	177,5	178,3
			1930-31	..	..	4	91,6	92,0	..	..	..	4	91,6	92,0
Jessore-Jhenidah . . .	2' 6"	{	1929-30	..	3	6	145,2	146,1	1,10	..	3	6	146,2	147,1
			1930-31	..	..	2	146,5	146,7	3	..	..	3	146,7	147,0
Jorhat (Provincial) . . .	2' 0"	{	1929-30	†	†	†	†	†	†	†	†	†	†	†
			1930-31	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta . . .	2' 6"	{	1929-30	1	1,7	17,4	871,3	890,5	7	1	1,7	17,5	875,9	892,2
			1930-31	..	1,0	14,7	845,8	861,5	5	..	1,0	14,8	846,2	862,0
Kulasekarapatnam Light . . .	2' 0"	{	1929-30	..	..	..	234,1	234,1	..	..	..	..	234,1	234,1
			1930-31	..	..	..	241,3	241,3	..	..	..	..	241,3	241,3
Matheran Light . . .	2' 0"	{	1929-30	1,6	5,6	..	6,0	13,2	11,0	3,8	10,6	..	16,8	24,2
			1930-31	1,5	3,7	..	7,1	12,3	6,3	2,1	7,6	..	11,5	20,6
Porbandar State . . .	3' 3½"	{	1929-30	2	3,1	..	306,3	309,6	74,9	4	5,0	..	379,1	384,5
			1930-31	2	2,6	..	284,5	287,3	68,3	5	4,3	..	350,8	355,6
Tezpur-Balipara . . .	2' 6"	{	1929-30	2	..	3,4	216,0	219,6	..	2	..	3,4	219,0	219,6
			1930-31	2	..	2,6	233,1	236,0	..	2	..	2,7	233,1	236,0
Trivellore Light . . .	2' 0"	{	1929-30	..	..	..	78,8	78,8	..	..	..	..	78,8	78,8
			1930-31	..	..	..	60,7	60,7	..	..	..	..	60,7	60,7
Udaipur-Chittorgarh . . .	3' 3½"	{	1929-30	6	2,4	2,0	469,1	474,1	70,9	1,8	4,0	2,0	536,3	544,1
			1930-31	6	3,2	2,1	491,9	497,8	66,1	1,4	4,9	2,1	555,5	563,9
TOTAL CLASS III RAILWAYS . . .	..	{	1929-30	10,3	24,7	156,2	8,419,1	9,010,3	1374,7	113,1	134,3	1168,2	19,169,4	19,385,0
			1930-31	10,5	21,6	136,5	8,181,7	8,350,3	1338,2	112,4	129,5	1146,3	18,498,3	18,688,5

† Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.
† Not available.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	PASSENGER MILES. (IN THOUSANDS).					AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
			1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.
			18	19	20	21	22	23	24	25	26	27
CLASS III—contd.												
Bukhtnarpur-Bihar Light .	2' 6"	1929-30	6	47	341	9,216	9,610	21.0	18.0	19.0	15.0	15.0
		1930-31	5	48	322	8,975	9,350	20.8	17.0	17.0	15.0	15.0
Burdwan-Katwa . . .	2' 6"	1929-30	2	19	140	4,786	4,947	23.0	22.0	24.0	12.9	13.0
		1930-31	..	17	125	4,228	4,370	..	24.2	20.8	12.8	13.0
Cutch-State . . .	2' 6"	1929-30	..	44	..	2,037	2,081	..	32.2	..	23.1	23.2
		1930-31	..	66	..	2,391	2,457	..	35.6	..	24.9	25.1
Dehri Rohtas Light . . .	2' 6"	1929-30	5	..	10	1,536	1,601	16.0	..	16.0	13.0	13.0
		1930-31	4	..	7	1,518	1,529	17.0	..	17.0	13.0	13.0
Dholpur Bari . . .	2' 6"	1929-30	..	7	..	3,071	3,078	..	27.8	..	19.8	19.8
		1930-31	..	4	..	2,818	2,822	..	27.4	..	20.3	20.3
Futwah-Islampur . . .	2' 6"	1929-30	7	..	126	5,616	5,749	15.0	..	14.0	15.0	15.0
		1930-31	7	..	127	5,334	5,468	16.0	..	15.0	15.0	15.0
Gwalior Light . . .	2' 6"	1929-30	11	171	..	13,128	13,310	56.0	47.0	..	26.0	26.0
		1930-31	7	157	..	11,156	11,320	61.0	65.0	..	27.0	27.0
Howrah-Sheakhala Light .	2' 0"	1929-30	11	..	182	7,478	7,671	12.0	..	6.00	8.00	9.00
		1930-31	11	..	143	6,874	7,028	12.0	..	6.00	8.00	8.00
Jagadhri Light . . .	2' 0"	1929-30	1	..	2	587	590	3.31	..	3.31	3.31	3.31
		1930-31	..	..	2	303	305	3.31	..	3.31	3.31	3.31
Jessore-Jhenidah . . .	2' 6"	1929-30	1	5	12	2,218	2,236	20.6	19.5	19.6	14.2	14.2
		1930-31	..	..	4	1,703	1,707	14.7	12.4	13.8	11.6	11.6
Jorhat (Provincial) . . .	2' 0"	1929-30	†	†	†	†	†	†	†	†	†	†
		1930-31	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta . . .	2' 6"	1929-30	2	16	34	7,854	7,956	20.0	9.00	5.00	9.00	9.00
		1930-31	..	12	60	6,923	6,995	..	12.0	4.06	8.18	8.10
Kulasekarapatnam Light .	2' 0"	1929-30	..	..	..	2,285	2,285	..	..	..	9.76	9.76
		1930-31	..	..	..	2,432	2,432	..	..	..	10.1	10.1
Matheran Light . . .	2' 0"	1929-30	1	4	..	4	9	..	..	..	..	..
		1930-31	2	3	..	3	8	0.95	0.43	..	0.26	0.38
Porbandar State . . .	3' 3½"	1929-30	13	155	..	7,333	7,501	31.9	31.0	..	19.3	19.5
		1930-31	15	135	..	6,896	7,048	31.4	31.5	..	19.7	19.8
Tanjore-Balipara . . .	2' 6"	1929-30	2	..	41	1,906	1,949	14.4	..	12.1	8.82	8.88
		1930-31	3	..	33	2,118	2,154	15.0	..	13.1	9.08	9.55
Trivellore Light . . .	2' 0"	1929-30	..	..	..	187	187	..	..	..	2.37	2.37
		1930-31	..	..	..	22	22	..	..	..	2.37	2.37
Udaipur-Chitorgarh . . .	3' 3½"	1929-30	117	225	100	19,496	19,938	66.0	56.0	50.0	37.0	37.0
		1930-31	99	294	104	19,833	20,330	70.4	59.8	49.9	35.7	36.1
TOTAL CLASS III RAILWAYS	..	1929-30	311	728	2,629	156,770	160,438	*23.7	*21.2	*15.6	*12.1	*17.2
		1930-31	341	770	2,466	135,040	138,617	*27.5	*26.1	*16.6	*15.9	*15.9

*Columns 23 to 27.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

†Not available.

Class II and III Railways for the years 1929-30 and 1930-31—concl'd.

EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (in thou- sands).	† Average miles a ton of goods was car- ried.	** Earnings from tons carried (in thou- sands).	Average rate charged for carry- ing a ton of goods one mile (in pies).	Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originat- ing on home line (whether local or foreign).	† Other tra- ffic.	† Total.					
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		Class III— concl'd.
1	3	12	1,92	2,08	20.0	12.0	7.50	4.00	4.15	34	21	55	1,075	19.5	1.12	20.0	Patna- pur-Bihar Light.
1	3	12	1,87	2,03	20.0	12.0	7.50	4.00	4.17	36	22	58	1,154	19.9	1.12	18.6	Burdwan- Katwa.
1	1	6	1,50	1,58	24.0	12.0	8.00	6.00	6.13	16	10	26	596	23.0	35	11.0	Cutch- State.
..	1	5	1,32	1,38	..	11.2	7.68	5.99	6.06	20	10	30	668	22.2	43	11.5	Dehri Rohtas Light.
..	2	..	51	53	..	9.69	..	4.82	4.81	23	..	23	353	15.3	55	29.6	Dholpur- Bar.
..	3	..	57	60	..	8.77	..	4.55	4.66	24	..	24	397	16.5	38	18.4	Futwah- Islampur.
1	..	..	31	32	20.0	..	7.00	3.75	3.61	136	10	146	†	†	2.54	†	Gwalior Light.
..	..	..	30	30	20.0	..	7.00	3.75	3.75	103	7	110	†	†	1.94	†	Howrah- Sheekhala Light.
..	1	..	64	65	..	15.0	..	4.00	4.02	65	4	69	2,446	30.8	1.50	11.3	Jagadhri Light.
..	..	..	59	59	..	14.9	..	4.00	4.02	55	6	61	2,270	31.3	1.29	10.9	Jessore- Jhenidab.
1	..	5	1,17	1,23	20.0	..	7.50	4.00	4.23	11	3	14	336	17.7	28	16.0	Jorhat (Provin- cial).
1	..	5	1,11	1,17	20.0	..	7.50	4.00	4.11	16	7	23	421	18.3	38	17.3	Kalighat- Falta.
2	10	..	3,40	3,52	30.0	12.0	..	5.00	5.00	146	77	163	7,131	44.0	4.37	12.0	Kulasekar- apatnam Light.
1	10	..	3,04	3,15	30.0	12.0	..	5.00	5.00	107	30	137	5,817	42.0	3.28	11.0	Matheran Light.
1	..	4	1,33	1,43	9.00	..	6.00	4.00	3.55	76	2	78	273	15.2	42	29.5	Porbandar State.
1	..	3	1,28	1,32	9.00	..	6.00	4.00	6.00	11	4	15	217	14.5	30	26.5	Tezpur- Balipara.
..	..	..	11	11	18.0	..	6.00	3.00	2.02	7	..	7	21	3.31	9	64.0	Trivellore Light.
..	..	..	6	6	20.5	..	7.43	3.67	3.69	7	..	7	22	3.31	8	69.8	Udaipur- Chitorgarh.
..	..	1	54	55	10.8	4.93	3.63	1.82	1.81	6	6	12	288	23.7	27	31.3	TOTAL
..	..	..	27	27	9.58	4.06	2.99	0.95	3.04	5	5	10	207	21.3	40	37.1	CLASS
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	III Rys.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
1	1	3	1,90	1,95	21.0	11.0	7.00	4.50	4.70	56	7	63	1,239	20.0	31	12.0	
..	1	2	1,68	1,71	..	16.0	6.40	4.66	4.69	44	7	51	977	19.1	64	11.5	
..	..	..	71	71	..	..	..	6.00	6.00	20	..	20	217	11.0	57	50.0	
..	..	..	76	76	..	..	..	6.00	6.00	20	..	20	218	11.0	53	47.3	
15	66	..	19	90	15.0	14.0	..	4.75	10.0	1	..	1	2	2.00	18	9.00	
6	30	..	30	66	6.00	10.0	..	10.0	9.00	1	1	2	4	2.00	18	8.00	
1	7	..	1,33	1,41	17.8	8.92	..	3.47	3.61	149	31	180	4,471	24.9	2.15	9.25	
1	6	..	1,25	1,32	17.8	8.85	..	3.47	3.61	145	20	165	4,154	25.2	1.97	9.10	
..	..	2	43	50	30.0	..	7.00	4.50	4.92	21	..	21	1,069	49.9	1.18	21.2	
..	..	1	50	51	30.0	..	7.00	4.50	4.10	19	..	19	971	50.1	1.07	21.1	
..	..	..	5	5	..	..	..	6.00	6.00	..	..	..	..	..	..	..	
..	..	..	4	4	..	..	..	6.00	6.00	..	..	..	..	..	..	..	
15	14	2	2,86	3,17	24.0	12.0	4.00	3.00	3.00	23	26	49	2,329	46.0	2.05	18.0	
12	18	3	3,06	3,39	24.5	11.7	4.50	2.97	3.20	16	37	53	2,854	53.7	1.88	12.9	
43	98	73	29,64	31,33	29.6	25.8	5.33	3.63	3.81	858	178	1,036	26,653	25.7	21.96	15.8	
32	75	67	27,55	29,29	21.4	18.7	5.22	3.42	4.07	746	190	936	24,596	26.3	19.00	14.8	

† Columns 39, 40 and 42.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same rail-
way are considered as two or more separate consignments.

† Not available.

** Excludes refunds and remissions.

37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				SHUNTING AND OTHER ENGINE MILES (IN THOUSANDS).			Total engine miles (in thousands) Cols. 7 & 10.	Rail motor Car miles.	Steam Coach miles.	TONS OF COAL CONSUMED ON LOCOMOTIVES.				
			† Passenger.	† Mixed.	† Goods.	Total (including departmental).	† Shunting.	Miscellaneous*.	Total.				Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	Total (in terms of Coal). (a)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
CLASS II.																	
Barsi Light.	2' 6"	1929-30	331	249	30	610	74	6	80	690	..	..	..	13,871	7	..	13,874
		1930-31	330	239	12	582	74	13	87	669	..	117	..	13,304	..	..	13,304
Bengal Doats.	3' 3½"	1929-30	1	289	75	392	47	10	57	449	..	..	..	8,964	..	..	8,964
		1930-31	1	286	55	367	27	15	42	409	..	..	..	8,030	..	..	8,030
Bhavnagar State.	3' 3½"	1929-30	294	285	73	660	130	14	194	854	..	..	..	17,509	38	10	17,542
		1930-31	281	274	86	654	177	12	189	843	3	12	5,515	13,487	33	10	19,033
Bikaner State.	3' 3½"	1929-30	9	848	94	937	86	27	113	1,100	..	..	..	24,989	110	..	25,033
		1930-31	9	856	114	985	93	27	120	1,105	..	..	..	24,701	101	..	24,742
Darjeeling-Himalayan	2' 0"	1929-30	37	211	334	582	54	20	74	656	..	..	..	13,580	..	..	13,580
		1930-31	37	292	267	596	46	21	67	663	..	..	..	13,318	..	..	13,318
Dibru-Sadiya	3' 3½"	1929-30	..	278	99	377	209	..	209	586	..	..	..	12,189	..	..	12,189
		1930-31	..	277	114	391	198	3	201	592	..	..	..	13,199	..	..	13,199
Gaekwar's Baroda State	2' 6"	1929-30	125	369	27	554	149	10	159	713	..	..	..	11,043	71	..	11,071
		1930-31	59	486	9	577	123	9	132	709	12	3	..	9,867	70	..	9,895
Gondal	3' 3½"	1929-30	151	217	71	445	137	12	149	594	..	..	..	13,327	43	..	13,345
		1930-31	118	254	56	461	139	20	159	620	..	..	..	14,076	46	..	14,094
Howrah-Amra Light.	2' 0"	1929-30	126	125	30	281	8	1	9	290	..	..	..	4,968	..	..	4,968
		1930-31	131	128	22	281	8	2	10	291	..	..	..	3,876	..	..	3,876
Jamnagar and Dwaraka.	3' 3½"	1929-30	75	129	95	307	97	7	98	405	..	..	..	13,210	81	..	13,242
		1930-31	75	131	78	294	89	1	90	381	8	..	..	10,763	82	..	10,796
Junagad State	3' 3½"	1929-30	66	157	28	261	66	9	75	336	..	..	..	8,111	63	..	8,136
		1930-31	64	155	22	253	65	3	68	321	..	..	..	7,596	61	..	7,620
Morvi	3' 3½"	1929-30	130	142	51	331	40	..	40	371	..	..	..	10,639	98	..	10,678
		1930-31	132	143	39	330	42	..	42	372	..	..	..	11,013	106	..	11,056
	3' 3½"	1929-30	260	355	142	775	157	..	157	932	..	..	..	20,959	153	..	21,020
		1930-31	330	306	133	808	169	..	169	977	..	..	..	20,831	22	..	20,840
Mysore	2' 6"	1929-30	..	166	2	170	25	..	25	195	..	..	..	3,012	56	..	3,034
		1930-31	..	165	..	166	17	..	17	183	..	..	..	3,037	8	..	3,040
	2' 0"	1929-30	..	20	15	35	7	..	7	42	..	..	..	680	8	..	683
		1930-31	..	20	17	39	5	..	5	44	..	..	..	647	..	..	647
Shahdara Delhi-Sa. Haranpur Light.	2' 6"	1929-30	..	135	11	148	12	1	13	161	..	..	..	1,873	13	..	**1,878
		1930-31	..	135	3	139	12	..	12	151	..	..	..	2,284	11	..	2,288
Total Class II Railways.	..	1929-30	1,605	3,975	1,177	6,915	1,348	111	1,459	8,374	..	..	..	178,924	741	10	179,237
		1930-31	1,567	4,147	1,027	6,920	1,284	126	1,410	8,330	23	132	5,515	170,029	540	10	175,778
CLASS III.																	
Ahmadpur-Katwa.	2' 6"	1929-30	38	50	..	91	28	26	54	145	..	..	..	1,883	..	..	1,883
		1930-31	7	68	..	79	22	20	42	121	..	..	..	1,257	..	..	1,257
Arrah-Sasaram Light.	2' 6"	1929-30	..	10	2	103	10	..	10	113	..	..	..	1,786	..	..	1,786
		1930-31	19	97	2	118	10	..	10	128	..	..	..	1,565	..	..	1,565
Bankura Damoodar River.	2' 6"	1929-30	..	141	..	143	69	51	120	263	..	..	..	3,965	..	..	3,965
		1930-31	..	122	3	127	41	28	69	196	..	..	..	1,864	..	..	1,864

* Includes light, assisting required, assisting not required, siding and departmental.

† Excluding departmental.

‡ Includes rail motor car miles and steam coach miles.

Figures relating to Internal Combustion miles are 'Nil'.

and III Railways for the years 1929-30 and 1930-31.

TOTAL OF COAL CONSUMED FOR OTHER THAN LOCOMOTIVE PURPOSES (DEPARTMENTAL).				TOTAL NUMBER OF TONS OF COAL CONSUMED.					AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON INCLUDING ALL FREIGHT BOTH RAIL AND SEA FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINE SHED FROM WHERE ISSUED TO LOCOMOTIVES (IN RUPEES).				Railway.
For- eign Coal.	Indian Coal.	Wood.	Total (in terms of coal).	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.	Total (in terms of coal).	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.	
19	20	21	(a) 22	23	24	25	26	(a) 27	28	29	30	31	32	33	34	35	36
..	336	27	347	..	14,207	34	..	14,221	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Class II.
..	242	7	245	..	13,546	7	..	13,549	..	5-50	9-00	..	..	12-56	9-00	..	Barai
..	..	..	..	..	8,964	..	..	8,964	..	5-80	9-80	..	..	12-20	9-80	..	Light.
..	..	..	..	..	8,964	..	..	8,964	..	4-26	..	..	..	11-44	..	..	Bengal
..	1,105	..	1,105	..	9,135	..	..	9,135	..	4-14	..	..	..	10-95	..	..	Doara.
..	..	..	..	..	17,509	33	10	17,542	..	9-00	12-00	335-2	..	19-62	12-00	335-9	Bhavnagar
..	1,458	..	1,458	5,515	14,945	33	10	20,491	9-00	9-39	12-00	35-00	18-60	19-40	12-00	350-0	State.
..	3,651	..	3,651	..	28,640	110	..	28,684	..	4-19	10-00	..	..	14-75	10-00	..	Bikaner
..	4,064	..	4,064	..	28,765	101	..	28,806	..	4-73	10-00	..	..	15-29	10-00	..	State.
..	..	..	..	..	13,580	..	..	13,580	..	13-86	..	..	..	37-14	..	..	Darjeeling-
..	2,164	..	2,164	..	15,482	..	..	15,482	..	5-00	..	..	..	12-00	..	..	Himalayan.
..	..	..	..	..	12,189	..	..	12,189	..	13-00	..	..	..	13-00	..	..	Dibru-
..	3,610	..	3,610	..	16,809	..	..	16,809	..	9-61	..	..	..	13-00	..	..	Sadiya.
..	1,067	15	1,073	..	12,110	85	..	12,141	..	4-56	6-50	..	..	17-06	8-50	..	Gachwar's
..	1,103	20	1,111	..	10,970	90	..	11,066	..	4-78	6-50	..	..	16-80	8-50	..	Saroda
..	583	18	590	..	13,910	61	..	13,935	..	22-60	..	..	..	22-60	16-2	..	State.
..	557	13	562	..	14,633	59	..	14,656	..	22-60	..	..	..	22-60	16-2	..	Gondal.
..	..	..	..	..	4,968	..	..	4,968	..	4-00	..	..	..	4-08	..	..	Howrah-
..	981	..	981	..	4,857	..	..	4,857	..	4-50	..	..	..	9-48	..	..	Ants
..	106	..	106	..	13,316	81	..	13,348	..	3-04	29-62	..	..	19-56	29-62	..	Light.
..	58	..	58	..	10,821	82	..	10,854	..	4-07	21-20	..	..	20-11	21-26	..	Jamnagar
..	361	2	362	..	8,472	65	..	8,498	..	10-37	11-09	..	..	20-39	11-09	..	and
..	385	39	401	..	7,981	100	..	8,021	..	20-33	10-92	..	..	21-43	10-92	..	Dwarka.
..	..	..	..	..	10,639	98	..	10,678	..	4-55	5-76	..	..	21-00	5-26	..	Janagad
..	198	6	200	..	11,211	112	..	11,256	..	5-29	5-43	..	..	19-66	5-43	..	State.
..	1,797	26	1,807	..	22,756	179	..	22,827	..	5-00	8-00	..	..	15-50	8-00	..	Mervi.
..	2,286	11	2,290	..	23,117	33	..	23,130	..	5-00	7-00	..	..	16-00	7-00	..	..
..	..	..	..	..	3,012	56	..	3,034	..	5-00	8-00	..	..	17-00	8-00	..	..
..	..	..	..	..	3,037	8	..	3,040	..	5-00	7-00	..	..	17-00	7-00	..	..
..	4	..	4	..	684	8	..	687	..	5-00	8-00	..	..	16-50	8-00	..	Mysore.
..	54	..	54	..	701	..	..	701	..	5-00	..	..	..	16-00	..	..	..
..	..	..	..	..	1,873	13	..	1,873	..	4-50	13-50	..	..	13-31	13-50	..	Shahdara
..	414	2	415	..	2,898	13	..	2,703	..	5-00	13-50	..	..	13-88	13-50	..	(Delhi)-
..	7,905	88	7,940	..	136,629	829	10	137,177	..	..	..	..	..	..	..	..	Saharanpur
..	18,679	98	18,718	5,515	183,708	638	10	184,496	..	..	..	..	..	..	..	..	Light.
..	..	..	..	..	1,333	..	..	1,333	..	4-75	..	..	..	8-19	..	..	Total Class
..	145	..	145	..	1,402	..	..	1,402	..	4-75	..	..	..	8-20	..	..	II Rail-
..	..	..	..	..	1,786	..	..	1,786	..	2-75	..	..	..	8-10	..	..	ways.
..	460	..	460	..	2,025	..	..	2,025	..	3-00	..	..	..	8-38	..	..	Class III.
..	..	..	..	..	3,965	..	..	3,965	..	4-75	..	..	..	6-72	..	..	Ahmadpur-
..	555	..	555	..	2,419	..	..	2,419	..	4-75	..	..	..	6-70	..	..	Katwa.

(a) 2½ Tons of Wood=1 Ton of Coal, and 0-55 Ton of Oil Fuel=1 Ton of Coal.

** Revised figures.

Figures relating to Oil Fuel are * Nil.

37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				SHUNTING AND OTHER ENGINE MILES (IN THOUSANDS).			Total engine miles (in thousands) Cols. 7 + 10.	Rail motor car miles.	Steam Coach miles.	Internal Combustion miles.
			\$ Passenger.	\$ Mixed.	\$ Goods.	Total (including departmental).	\$ Shunting.	Miscellaneous.*	Total.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS III— <i>contd.</i>													
Baraset-Basirhat Light.	2' 6"	1929-30	203	13	9	224	4	..	4	228	..	..	..
		1930-31	203	13	7	223	6	..	6	229	..	..	..
Bengal Provincial.	2' 6"	1929-30	1	98	..	99	8	1	9	108	..	..	..
		1930-31	1	98	..	99	8	1	9	108	..	..	..
Bukhtiarpur-Bihar Light	2' 6"	1929-30	..	63	2	65	11	..	11	76	..	..	..
		1930-31	..	81	1	82	9	3	12	94	..	..	..
Burdwan-Katwa.	2' 6"	1929-30	46	77	..	125	33	26	59	184	..	..	..
		1930-31	37	95	1	134	37	20	57	191	..	..	..
Cutch State	2' 6"	1929-30	13	27	4	44	14	..	14	58	..	..	..
		1930-31	12	26	1	49	14	2	16	65	1	..	..
Dehri-Rohtas Light.	2' 6"	1929-30	..	51	..	51	20	..	20	71	..	..	..
		1930-31	..	48	..	48	18	..	18	66	..	..	..
Dholpur-State.	2' 6"	1929-30	3	59	1	62	11	2	13	75	..	..	..
		1930-31	3	62	..	66	12	..	12	78	1	..	..
Futwah-Islampur.	2' 6"	1929-30	14	39	..	54	3	..	3	57	..	..	..
		1930-31	17	38	3	58	4	..	4	62	..	..	..
Gwalior Light.	2' 6"	1929-30	12	224	57	297	42	40	32	379	..	..	..
		1930-31	3	206	37	246	43	4	47	293	..	..	..
Howrah-Sheakhala Light.	2' 0"	1929-30	19	46	3	68	2	..	2	71	..	..	..
		1930-31	18	50	2	70	2	..	2	72	..	..	..
Jagadhri Light.	2' 0"	1929-30	..	15	..	15	1	..	1	16	..	..	..
		1930-31	..	12	..	12	1	..	1	13	..	..	..
Jessore-Jhenidah.	2' 6"	1929-30	..	78	..	86	31	39	70	156	..	..	..
		1930-31	..	56	..	59	27	33	60	119	3	..	..
Jorhat (Provincial).	2' 0"	1929-30	†	†	†	†	†	†	†	†	†	†	†
		1930-31	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta.	2' 6"	1929-30	88	62	..	150	123	26	149	299	..	..	..
		1930-31	84	61	1	146	131	29	160	306	..	..	..
Kulasekara-patnam Light.	2' 0"	1929-30	..	†55	9	†64	..	..	..	†64	(b)	..	..
		1930-31	..	2	13	15	..	..	..	15	59	..	..
Matheran Steam Tramway.	2' 0"	1929-30	9	..	5	14	..	..	..	14	..	..	..
		1930-31	8	..	4	12	..	..	..	12	7	..	..
Porbandar State.	3' 3½"	1929-30	26	51	17	93	21	..	21	115	..	..	..
		1930-31	28	49	16	93	21	..	21	114	..	..	..
Tezpor-Balipara Light.	2' 6"	1929-30	..	..	..	34	..	..	..	34	..	..	..
		1930-31	..	..	..	33	..	..	..	33	..	..	..
Trivellore Light.	2' 0"	1929-30	5	..	..	5	..	..	..	5	..	..	..
		1930-31	5	..	..	5	..	..	..	5	..	..	..
Udaipur-Chittorgarh	3' 3½"	1929-30	52	51	29	131	11	4	15	145	..	..	..
		1930-31	104	12	44	160	13	4	17	177	..	..	..
Total Class III Railways	..	1929-30	529	1,210	138	2,019	442	215	657	2,676	..	..	..
		1930-31	549	1,196	135	1,934	419	144	563	2,497	71	..	..

* Includes light, assisting required, assisting

† Includes rail motor car miles.

‡ Information not available.

§ Excluding departmental.
(b) Included in col. 5.

(a) 2½ Tons of Wood = 1 Ton of Coal and 0.55

and III Railways for the years 1929-30 and 1930-31—contd.

TONS OF COAL CONSUMED ON LOCOMOTIVES.					TONS OF COAL CONSUMED FOR OTHER THAN LOCOMOTIVE PURPOSES (DEPARTMENTAL).					TOTAL NUMBER OF TONS OF COAL CONSUMED.					Railway.
For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.	Total (in terms of Coal). (a)	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Total (in terms of Coal) (a)	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Total (in terms of Coal). (a)	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	
..	4,572	..	..	4,572	..	..	..	..	..	..	4,572	..	..	4,572	Class III—contd.
..	2,541	..	..	2,541	..	1,250	..	..	1,250	..	3,791	..	..	3,791	Baraset- Basirhat Light.
..	1,586	..	..	1,586	..	..	..	..	..	..	1,586	..	..	1,586	Bengal Provincial.
..	1,706	..	..	1,706	..	..	..	..	..	..	1,706	..	..	1,706	Bukhtiarpur- Bihar Light.
..	1,054	..	..	1,054	..	..	..	..	..	..	1,054	..	..	1,054	Burdwan- Katwa.
..	1,040	..	..	1,040	..	279	..	..	279	..	1,319	..	..	1,319	Cutch State.
..	2,480	..	..	2,480	..	..	..	..	..	..	2,480	..	..	2,480	Dehri-Rohtas Light.
..	1,875	..	..	1,875	..	469	..	..	469	..	2,344	..	..	2,344	Dholpur State.
793	..	71	..	821	..	..	..	..	..	793	..	71	..	821	Futwah- Islampur.
784	..	12	..	789	21	..	..	..	21	805	..	12	..	810	Gwalior Light.
..	2,193	..	..	2,193	..	..	..	..	..	..	2,193	..	..	2,193	Howrah- Sheakhala Light.
..	1,791	..	..	1,791	..	152	..	..	152	..	1,943	..	..	1,943	Jagadhri Light.
..	1,279	5	..	1,281	..	..	..	..	..	..	1,279	5	..	1,281	Jessore- Jhenidah.
..	1,239	5	..	1,241	..	..	..	..	..	..	1,239	5	..	1,241	Jorhat (Provincial).
..	720	..	..	720	..	..	..	..	..	..	720	..	..	720	Kalighat-Falta.
..	656	..	..	656	..	168	..	..	168	..	824	..	..	824	Kulasekara- patnam Light.
..	6,167	1	..	6,167	..	..	..	..	..	..	6,167	1	..	6,167	Matheran Steam Tram- way.
..	4,879	2	..	4,880	..	433	4	..	435	..	5,312	6	..	5,315	Porbandar State.
..	1,242	..	..	1,242	..	..	..	..	..	..	1,242	..	..	1,242	Tezpor- Balipara Light.
..	913	..	..	913	..	247	..	..	247	..	1,160	..	..	1,160	Trivellore Light.
..	203	3	..	204	..	..	..	..	..	..	203	3	..	204	Udaipur- Chittorgarh.
..	173	2	..	174	..	..	..	..	..	..	173	2	..	174	
..	2,012	..	6	2,023	..	..	..	..	..	..	2,012	..	6	2,023	
..	1,291	..	248	1,742	..	..	..	..	..	..	1,291	..	248	1,742	
..	1,107	..	..	1,107	..	..	..	..	..	..	1,107	..	..	1,107	
..	1,070	..	..	1,070	..	81	..	..	81	..	1,151	..	..	1,151	
..	4,017	..	..	4,017	..	..	..	..	..	..	4,017	..	..	4,017	
..	2,441	..	..	2,441	..	421	..	..	421	..	2,862	..	..	2,862	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	456	..	..	456	..	..	..	..	..	..	456	..	..	456	
..	426	..	..	426	..	..	..	..	..	..	426	..	..	426	
..	2,784	4	..	2,786	..	109	..	..	109	..	2,893	4	..	2,895	
..	2,653	5	..	2,655	..	115	..	..	115	..	2,768	5	..	2,770	
..	639	..	..	639	..	..	..	..	..	..	639	..	..	639	
..	662	..	..	662	..	158	..	..	158	..	820	..	..	820	
..	82	5	2	**88	..	..	..	..	..	..	82	5	2	**88	
..	108	15	..	114	..	..	..	..	..	..	108	15	..	114	
..	3,117	..	..	3,117	..	..	..	..	..	..	3,117	..	..	3,117	
..	3,754	6	..	3,756	..	1,092	..	..	1,092	..	4,846	6	..	4,848	
793	43,344	89	8	**44,187	..	109	..	..	109	793	43,453	89	8	**44,296	Total Class III Railways.
784	33,904	47	248	35,158	21	6,025	4	..	6,048	805	39,929	51	248	41,206	

not required, siding and departmental.

Ton of Oil fuel=1 Ton of Coal.

**Revised figures.

37.—Statistics of engine miles and Coal consumption of Class II
and Class III Railways for the years 1929-30 and 1930-31—concl'd.

Railway.	Gauge.	Year.	AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON IN- CLUDING ALL FREIGHT BOTH RAIL AND SEA FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINE SHED FROM WHERE ISSUED TO LOCOMOTIVES (IN RUPEES).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.
31	32	33	34	35	36	37	38	39	40	41
CLASS III—concl'd.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Baraset-Basirhat Light	2' 6"	1929-30	..	4.00	..	..	..	9.98	..	..
		1930-31	..	4.50	..	..	..	10.52	..	..
Bengal Provincial	2' 6"	1929-30	..	2.33	..	..	..	6.31	..	..
		1930-31	..	2.63	..	..	..	6.50	..	..
Bukhtiarpur-Bihar Light	2' 6"	1929-30	..	2.94	..	..	..	7.98	..	..
		1930-31	..	3.00	..	..	..	8.25	..	..
Burdwan-Katwa	2' 6"	1929-30	..	4.75	..	..	..	8.19	..	..
		1930-31	..	4.75	..	..	..	8.20	..	..
Cutch State	2' 6"	1929-30	33	..	7.60	..	3.00	..	7.60	..
		1930-31	30	..	7.60	..	3.00	..	7.60	..
Dehri-Rohas Lt	2' 6"	1929-30	..	4.38	..	..	..	9.09	..	..
		1930-31	..	4.50	..	..	..	9.13	..	..
Dholpur-State	2' 6"	1929-30	..	5.25	9.00	..	..	14.55	9.49	..
		1930-31	..	5.75	9.00	..	..	16.00	11.34	..
Fatwah-Islampur	2' 6"	1929-30	..	2.75	..	..	..	7.86	..	..
		1930-31	..	3.00	..	..	..	8.06	..	..
Gwalior-Light	2' 6"	1929-30	..	4.87	12.50	..	..	13.88	12.50	..
		1930-31	..	5.00	..	..	..	13.44	10.00	..
Howrah-Sheekhala Light	2' 0"	1929-30	..	4.00	..	..	..	8.98	..	..
		1930-31	..	4.50	..	..	..	9.48	..	..
Jagadhri Light	2' 0"	1929-30	..	5.25	21.00	..	..	15.00	21.00	..
		1930-31	..	5.75	..	..	..	15.25	..	..
Jessore-Jhenidah	2' 6"	1929-30	..	5.00	..	1.50	..	10.00	..	1.50
		1930-31	..	4.50	..	1.25	..	9.00	..	1.25
Jorhat (Provincial)	2' 0"	1929-30	..	13.00	..	..	..	15.70	..	..
		1930-31	..	13.00	..	..	..	15.69	..	..
Kalighat-Falta	2' 6"	1929-30	..	4.75	..	..	..	10.31	..	..
		1930-31	..	4.75	..	..	..	10.32	..	..
Kulasekarapatnam Light	2' 0"	1929-30	..	..	..	..	..	..	..	..
		1930-31	..	..	..	..	..	..	..	..
Matheran Steam Tramway	2' 0"	1929-30	..	5.50	..	..	..	19.00	..	..
		1930-31	..	6.00	..	..	..	18.00	..	..
Porbandar State	3' 3 1/4"	1929-30	..	21.00	6.00	..	..	22.00	6.00	..
		1930-31	..	21.00	6.00	..	..	22.00	6.00	..
Tezpur-Balipara Light	2' 6"	1929-30	..	..	..	..	..	23.60	..	..
		1930-31	..	..	..	..	..	23.60	..	..
Trivellore Light	2' 0"	1929-30	..	..	..	..	..	20.00	16.13	275.0
		1930-31	..	3.38	20.00	..	..	18.50	21.00	..
Udaipur-Chittorgar	3' 3 1/4"	1929-30	..	5.50	..	..	..	19.00	..	..
		1930-31	..	5.63	..	..	..	17.00	..	..
Total Class III Railways	..	1929-30								
		1930-31								

APPENDICES.

APPEN

*Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E.*Note.—Columns headed *A* indicate Value of stores" " *B* indicate Value of imported" " *C* indicate Value of stores of

Stores purchased. 1	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.*		
	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
1. Bridge work . . .	..	26	35	..	..	..	11,28	1,76	3,69
2. Engineers' plant, exclud- ing petty tools . . .	..	12	3	5	7	1	1,84	3,12	1,28
3. Workshop machinery and heavy tools . . .	..	16	..	..	12	2	2,20	1,41	1
4. Permanent-way :—									
(a) Rails . . .	7	..	3,02	..	..	57	..	1	33,11
(b) Steel sleepers . .	..	..	..	..	..	..	..	..	18,97
(c) Cast iron sleepers	..	..	..	..	..	..	..	..	3,14
(d) Wooden sleepers	..	..	4,38	..	..	9,65	..	..	6,73
(e) Chairs and fasten- ings . . .	1	3	82	1,08	..	92	33	1	3,23
(f) Concrete sleepers	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(a) Locomotives and spare parts . . .	3,05	39	11	11,71	24	6	54,35	2,32	2,86
(b) Rail motors and spare parts . . .	..	..	..	..	..	..	..	..	..
(c) Steam coaches and spare parts . .	..	..	..	..	..	..	..	..	..
(d) Electric motor coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(e) Internal combus- tion coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(f) Coaching stock . .	17	4,29	..	..	..	..	..	3	..
(g) Goods stock . . .	50	..	4,94	..	3,68	..	6,50	1	35
(h) Spare parts— coaching and goods stock . . .	4,40	36	28	1,93	83	15	11,28	3,79	3,87
(i) Motor cars . . .	..	..	..	..	..	..	..	10	..
6. Building and station materials and fencing .	1	74	77	20	1,00	36	..	3,93	1,59
7. Tools and Stores :—									
(a) Tools and cutlery	..	23	6	15	41	7	8	1,93	13
(b) Steel (excluding permanent-way materials) . . .	2	48	23	23	1,45	4	18	2,38	1,85
(c) Iron (excluding permanent-way materials) . . .	..	13	4	14	14	8	10	82	50
(d) Other metals . . .	..	87	6	32	1,17	2	24	3,34	13
e) Timber . . .	..	..	3,80	..	1	2,26	..	..	6,68
(f) Oils . . .	67	47	1,25	..	2,35	35	..	7,27	2,12
(g) Portland cement	..	76	4	..	1	22	..	23	2,10
(h) All other stores	18	2,43	1,27	72	2,41	3,44	97	9,29	10,57
8. Electrical plant and materials . . .	1,43	87	2	34	2,38	1	7	7,85	12
9. Other materials pur- chased in India—									
(a) Coal and coke . .	..	..	12,25	..	..	12,07	..	..	30,86
(b) Stone . . .	..	..	4	..	..	30	..	..	13
(c) Bricks . . .	..	..	..	..	..	..	..	..	1,18
(d) Indian lime . . .	..	..	..	..	..	..	..	..	7
(e) Ballast . . .	..	..	..	..	..	64	..	..	6,90
(f) Others . . .	..	..	..	..	3	1,25	..	2	1,24
Total . . .	10,51	12,59	33,76	16,87	16,30	32,49	89,42	49,52	1,43,41

* Includes figures of Vizagapatam Harbour construction.

DIX A.

the Nizam's State Rys.) during the year 1930-31. (In thousands of rupees).

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian. †			Stores purchased. 23
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	A 20	B 21	C 22	
1,70	48	52	..	43	..	..	..	4,11	..	1,05	..	1. Bridge work.
4	11½	1	9	78	..	..	28	..	44	1,87	..	2. Engineers' plant ex- cluding petty tools.
3,56	1,40	2	3	1,38	..	17	1,16	3	20	5,00	..	3. Workshop machinery and heavy tools.
1	7	3,17	..	..	4,52	..	..	18,90	..	..	26,21	4. Permanent-way :
50	..	97	..	..	..	..	..	..	..	..	..	(a) Rails.
..	..	..	..	..	..	..	28	2,73	..	..	3,63	(b) Steel sleepers.
..	..	20,75	..	..	15,42	..	..	26,66	..	..	20,75	(c) Cast iron sleepers.
1,21	43	3,11	..	2,67	72	46	24	1,00	92	1,07	3,82	(d) Wooden sleep- ers.
..	..	..	..	..	..	..	..	..	..	..	..	(e) Chairs and fasten- ings.
..	..	..	..	..	..	..	..	..	..	..	..	(f) Concrete sleepers.
27,71	3,05	14,68	6,78	2,96	..	19,50	55	19	54,31	2,95	..	5. Rolling-stock :—
..	..	..	11	..	..	..	..	..	..	..	..	(a) Locomotives and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(b) Rail motors and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(c) Steam coaches and spare parts.
93	46	4,12	..	..	..	..	..	..	..	..	..	(d) Electric motor coaches and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(e) Internal combus- tion coaches and spare parts.
..	..	2	..	..	..	1,46	2,59	9,78	..	..	..	(f) Coaching stock.
..	42	..	1,47	..	..	2,02	3	55	..	..	30,00	(g) Goods stock.
..	..	..	..	..	..	..	..	..	..	..	..	(h) Spare parts— coaching and goods stock.
6,45	50	4,01	2,42	2,27	..	33	62	7	6,14	5,47	4,26	(i) Motor cars.
..	5	..	..	..	..	..	1	..	..	12	..	6. Building and station materials and fencing.
4,59	3,22	1,14	26	2,58	92	8	1,26	1,34	..	18	2,47	7. Tools and Stores :—
22	2,30	31	..	72½	10	4	1,43	10	22	2,99	..	(a) Tools and out- lery.
..	..	..	..	..	..	..	..	..	..	..	..	(b) Steel (excluding permanent-way materials).
3,45	3,24	74	..	2,30	..	..	21	3	99	3,80	1,08	(c) Iron (excluding permanent-way materials).
1,18	61	61	10	62	1	..	1,06	1,13	..	8	6,44	(d) Other metals.
1,34	1,93	28	35	58	4	..	2,32	45	..	10,01	71	(e) Timber.
..	..	3,38	..	..	1,11	..	..	4,06	..	..	24,71	(f) Oils.
..	6,97	4,07	..	81	2,39	..	4,32	89	..	10,33	5,75	(g) Portland cement.
..	11	1,87	..	65	1	..	..	1,71	..	11	3,61	(h) All other stores.
3,45	13,51	7,42	35	3,90	3,60	16	8,11	8,02	1,34	38,11	26,93	8. Electrical plant and materials.
8,95	6,70	1	56	3,94	10	5	5,04	..	83	10,21	2	9. Other materials pur- chased in India :—
..	9	31,07	..	..	43,67	..	..	17,81	..	..	25,37	(a) Coal and coke.
..	1	49	..	..	96	..	..	..	..	..	76	(b) Stone.
..	..	15	..	..	75	..	..	14	..	..	4,72	(c) Bricks.
..	..	29	..	..	3	..	..	50	..	..	63	(d) Indian lime.
..	..	7,61	..	..	8,44	..	..	35	..	..	6,05	(e) Ballast.
..	..	5,35	..	..	1,79	..	..	9	..	..	80	(f) Others.
65,29	45,66	1,16,17	12,52	26,59	84,58	24,27	29,51	1,00,64	65,39	93,35	1,98,12	Total.

† Includes figures for Central Indian Coalfields Railway.

APPEN

*Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. the*NOTE.—Columns headed *A* indicate Value of stores" " *B* indicate Value of imported" " *C* indicate Value of stores of

Stores purchased. 24	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
	A 25	B 26	C 27	A 28	B 29	C 30	A 31	B 32	C 33
1. Bridge work . . .	..	..	59	1,29	..	44	9	1,38	1,12
2. Engineers' plant, exclud- ing petty tools . . .	29	96	4	26	22	..	3,59	3,90	21
3. Workshop machinery and heavy tools . . .	6	6,96	1	6,36	7,25	..	1,19	6,44	..
4. Permanent-way :—									
(a) Rails . . .	..	..	31,34	61	..	6,87	..	10	21,31
(b) Steel sleepers . . .	..	..	1,54	..	..	..	..	..	..
(c) Cast iron sleepers . . .	..	..	..	..	..	1,21	..	..	..
(d) Wooden sleepers . . .	..	..	6,83	..	..	3,13	..	..	48,02
(e) Chairs and fasten- ings . . .	1,40	3,13	12,77	11	..	53	61	..	..
(f) Concrete sleepers . . .	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(a) Locomotives and spare parts . . .	30,22	1,42	1,05	24,95	98	11	88,99	11,77	15
(b) Rail motors and spare parts . . .	..	..	..	..	..	..	..	3	..
(c) Steam coaches and spare parts . . .	..	..	..	..	..	..	..	18	1
(d) Electric motor coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(e) Internal combustion coaches & spare parts . . .	..	..	..	..	..	..	..	..	..
(f) Coaching stock . . .	4,30	..	..	1,21	6	9	..	..	4,76
(g) Goods stock . . .	20	..	..	1,43	24,14	..	..	..	8,67
(h) Spare parts— coaching and goods stock . . .	3,37	10,57	7	5,36	1,55	18	6,67	15,36	95
(i) Motor cars . . .	1	34	..	..	1	..	..	28	..
6. Building and station materials and fencing . . .	..	3,92	2,85	80	5	1,09	..	2,56	51
7. Tools and stores :—									
(a) Tools and cutlery . . .	1	1,71	20	1,13	31	12	1	3,16	59
(b) Steel (excluding permanent-way materials) . . .	8	5,24	5	3,27	1,31	9	..	8,19	8,33
(c) Iron (excluding permanent-way materials) . . .	..	26	45	44	10	39	..	3	49
(d) Other metals . . .	35	3,42	3	1,59	1,96	13	..	3,52	64
(e) Timber . . .	..	3	18,26	..	4	5,91	..	..	10,23
(f) Oils . . .	..	9,59	2,70	..	5,80	1,70	..	10,00	8,89
(g) Portland cement . . .	..	8	1,01	..	12	11	..	27	1,99
(h) All other stores . . .	24	12,76	13,27	4,88	3,90	4,76	90	18,39	18,84
8. Electrical plant and materials . . .	31,10	19,37	4	3,85	2,87	32	..	15,12	73
9. Other materials pur- chased in India :—									
(a) Coal and coke . . .	..	..	39,14	..	..	32,41	..	..	64,73
(b) Stone . . .	..	..	36	..	..	..	..	..	2,67
(c) Bricks . . .	..	..	17	..	..	38	..	1	4,70
(d) Indian lime . . .	..	..	18	..	..	4	..	..	63
(e) Ballast . . .	..	..	5,43	..	..	3,89	..	..	4,93
(f) Others . . .	..	20,11	83	..	..	11	..	27,28	94
Total . . .	71,63	99,87	1,39,21	57,04	50,67	64,01	1,02,05	1,27,97	2,15,04

DIX A—concl'd.

Nizam's State Railways) during the year 1930-31. (In thousands of rupees)—concl'd.

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.			Stores purchased.
A 34	B 35	C 36	A 37	B 38	C 39	A 40	B 41	C 42	
..	5	..	63	64	25	14,99	6,05	11,07	1. Bridge work.
..	..	..	2,57	92	6	9,17	12,35	1,64	2. Engineers' plant excluding petty tools.
..	1	..	84	40	2	14,61	31,59	11	3. Workshop machinery and heavy tools.
..	..	..	9	..	78	78	18	1,49,80	4. Permanent-way:—
..	..	..	1,02	..	..	1,52	..	21,48	(a) Rails.
..	..	..	..	..	..	..	28	10,71	(b) Steel sleepers.
..	..	2,37	..	..	9,96	..	..	1,74,65	(c) Cast iron sleepers.
..	34	..	1,33	79	1,91	7,46	8,71	28,83	(d) Wooden sleepers.
..	..	..	..	..	..	..	..	..	(e) Chairs and fastenings.
..	..	..	..	..	..	..	..	..	(f) Concrete sleepers.
1,58	10	..	7,07	22	1	3,30,22	26,95	19,22	5. Rolling-stock:—
..	..	..	..	..	..	11	3	..	(a) Locomotives and spare parts.
..	..	..	..	..	..	..	18	1	(b) Rail motors and spare parts.
..	..	..	..	..	..	..	..	..	(c) Steam coaches and spare parts.
..	..	..	26,63	..	..	27,56	46	4,12	(d) Electric motor coaches and spare parts.
..	..	..	..	..	..	..	..	..	(e) Internal combustion coaches and spare parts.
12	4	..	..	6,71	..	7,26	13,72	14,65	(f) Coaching stock.
33	..	..	3	5,41	..	12,48	33,69	44,51	(g) Goods stock.
..	..	..	..	..	..	..	..	..	(h) Spare parts—coaching and goods stock.
2	2	..	3,34	83	14	51,71	42,17	13,98	(i) Motor cars.
..	..	..	1	..	..	2	91	..	6. Building and station materials and fencing.
..	17	1	9,89	4,75	3,47	15,83	24,36	16,52	7. Tools and stores:—
..	10	2	26	79	13	2,12	16,08	1,83	(a) Tools and outlery.
..	2	..	62	1,64	24	8,94	30,26	12,68	(b) Steel (excluding permanent-way materials).
2	19	..	25	63	31	2,23	4,67	10,45	(c) Iron (excluding permanent-way materials).
..	21	..	2,75	1,17	38	6,94	30,50	2,87	(d) Other metals.
..	..	15	..	..	3,95	..	8	84,50	(e) Timber.
..	..	61	..	5,57	2,19	67	63,48	32,91	(f) Oils.
..	..	5	..	1	3,72	..	2,35	15,84	(g) Portland cement.
14	70	33	3,14	6,03	5,05	15,97	1,19,54	1,03,50	(h) All other stores.
..	27	..	12,50	3,57	71	59,68	78,19	2,08	8. Electrical plant and materials.
..	..	1,96	..	..	14,75	..	9	3,26,09	9. Other materials purchased in India:—
..	..	..	..	..	23	..	1	5,94	(a) Coal and coke.
..	..	..	..	..	3,90	..	1	16,09	(b) Stone.
..	..	..	..	..	3	..	..	2,40	(c) Bricks.
..	..	..	..	..	4,98	..	..	49,22	(d) Indian lime.
..	..	7	..	1	13	..	47,45	12,60	(e) Ballast.
..	..	..	..	..	..	..	..	..	(f) Others.
2,21	2,22	5,57	72,97	40,09	57,30	5,90,17	5,94,34	11,90,30	Total.

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Out		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Ra.	Tons.	Tons.	Tons
Bokharo Ramgarh.	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	August 1915.	1928-29	32,81,342	808,554	..	113,620
				1929-30	32,80,768	830,251	..	139,733
				1930-31	33,79,206	746,954	..	105,519
Swang	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	27th July 1924.	1928-29	9,69,622	104,370	4,889	11,765
				1929-30	10,89,223	81,367	5,303	10,106
				1930-31	13,75,376	77,734	8,395	15,342
Kurmurbaree and Serampore.	East Indian Railway.	Bihar and Orissa.	1st January 1871.	1928-29	60,38,336	622,857	130,641	92,788
				1929-30	61,05,607	403,001	119,324	122,685
				1930-31	62,25,946	401,673	99,060	144,465
Bhurkunda	State	Bihar and Orissa.	1st June 1927.	1928-29	43,24,236	71,749	..	2,292
				1929-30	50,55,371	101,377	32	5,579
				1930-31	52,08,914	108,427	..	3,631
Kargali	State	Bihar and Orissa.	18th June 1917.	1928-29	47,79,216	698,563	40,864	23,024
				1929-30	46,58,394	831,707	44,880	37,472
				1930-31	45,48,611	739,804	38,839	38,939
Argada	B. N. Railway	Bihar and Orissa.	1st April 1926.	1928-29	31,22,805	271,117	..	32,322
				1929-30	30,77,544	306,603	..	33,793
				1930-31	30,45,207	265,407	..	29,898
Talcher†	B. N. Railway	Bihar and Orissa.		1928-29	9,20,610	..	..	..
				1929-30	10,90,990	..	..	..
				1930-31	12,51,601	..	..	..
	M. & S. M. Railway.	Bihar and Orissa.		1928-29	17,71,354	..	..	..
				1929-30	126,05,031	..	..	..
				1930-31	32,09,446	..	..	..
Jarangdih	B. B. & C. I. and M. & S. M. Railways.	Bihar and Orissa.	1st April 1927.	1928-29	62,66,301	114,331	..	461
				1929-30	63,77,489	115,680	..	1,230
				1930-31	64,34,036	94,324	..	1,077
Ratigarat	B. B. & C. I. and M. & S. M. Railways.	Bihar and Orissa.	..	1928-29	19,05,660	..	..	..
				1929-30	19,46,475	..	..	..
				1930-31	19,87,155	..	..	..
Kedla Joint†	E. I. and B. N. Railways.	Bihar and Orissa.	..	1928-29	1,95,032	..	..	..
				1929-30	5,26,700	..	..	..
				1930-31	7,85,854	..	..	..

(a) The decrease is due to the contribution to sinking fund during this year being more than the debits to Block account.

(b) Decrease of Rs. 1,20,822, as compared with 1928-29, is due to adjustment in Sinking Fund Account.

(c) Decrease of Rs. 1,09,783 as compared with 1929-30, is due to adjustment of Sinking Fund Account.

(d) Approximate figures.

(e) Decrease is due to Rs. 54,778 credited to Sinking Fund and increase of Rs. 22,441 in Capital Outlay.

† Revised figures.

DIX B.
for the years 1928-29 to 1930-31.

PUT.		Quantity issued.	Working expenses.	Average cost of a ton of coal.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Colliery.
Total.									
10	11								
Tons.	Tons.	Rs.	Rs.			Tons.			
922,174	922,174	21,42,363	2.32	5,110	180	1	11	Bokharo Ramgarh.	
969,984	969,984	23,37,804	2.41	5,997	162	3	12		
852,473	852,473	23,53,630	2.76	5,184	164	1	11		
121,024	107,204	†	†	842	144	..	..	Swang.	
96,776	81,397	†	†	1,113	87	16	4		
101,471	101,361	†	†	691	147	..	2		
746,286	731,410	29,82,246	3.99	6,174	121	5	38	Kurmurbaree and Seram- pore.	
645,510	657,171	27,63,193	4.28	6,734	96	9	27		
645,198	637,139	27,09,154	4.20	5,563	116	6	25		
74,041	74,681	†	†	584	127	..	..	Bhurkunda.	
106,988	106,988	†	†	774	138	..	..		
112,058	112,058	†	†	650	184	..	..		
762,451	762,451	25,29,596	3.31	5,558	137	2	13	Kargali.	
914,059	914,059	30,50,804	3.34	6,163	148	1	17		
817,582	817,582	26,92,102	3.38	7,122	115	1	10		
303,439	303,763	(e) 807,733	2.66	1,037	293	2	2	Argada.	
340,396	339,545	19,00,504	2.63	1,290	264	2	3		
295,305	296,568	8,80,895	2.98	1,121	263	Nil	3		
..	..	..	..	..	..	..	..	Taleher†.	
..	..	..	..	..	..	..	..		
..	..	..	..	..	..	..	..		
..	..	..	..	418	..	..	..		
..	..	..	..	404	..	2	..		
..	..	..	..	..	..	..	..		
114,792	114,792	5,66,950	3.88	1,076	107	1	7	Jarangdih.	
116,910	116,910	5,83,022	4.98	1,132	103	Nil	7		
95,401	94,973	5,36,381	5.69	1,070	89	5	9		
..	..	..	..	..	..	..	..	Ralgara.†	
..	..	..	..	..	..	..	..		
..	..	..	..	..	..	..	..		
..	..	..	..	..	..	..	..	Kedia Joint.†	
..	..	..	..	..	..	..	..		

† Development still in progress. No working account yet opened.

|| Revised figures.

(e) Including royalty charges for redemption of capital, but excluding interest.

APPENDIX C.

Statement of the Number of Servants of all races employed on each Railway system (open lines only) and in the Railway Board and other Railway Offices at the close of the years 1929-30 and 1930-31.

Railway.	Number of servants employed.													
	Europeans.		Statutory Indians.										Grand total.	
			Hindus.		Muslims.		Anglo-Indians.		Other classes.		Total.			
	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CLASS I.														
Assam-Bengal	*64	60	10,188	10,034	5,495	5,778	*310	274	240	258	*16,233	16,344	16,297	16,404
Bengal and North Western.	111	107	*24,087	24,121	*3,369	3,266	*228	228	*59	65	*27,743	27,680	*27,854	27,787
Bengal-Nagpur	576	541	*62,379	61,086	*6,752	6,762	1,532	1,500	1,017	1,451	*71,680	70,799	*72,256	71,340
Bombay, Baroda and Central India.	*327	320	*56,469	54,773	*13,012	12,603	*1,199	1,176	*3,139	2,995	*73,819	71,547	*74,146	71,867
Burma	*130	126	*16,246	16,562	*3,434	3,040	*689	696	*7,331	6,678	*27,700	26,976	*27,830	27,102
Eastern Bengal	*316	292	*38,833	37,380	*15,502	14,920	*647	625	*648	540	*55,630	53,465	*55,946	53,757
East Indian	1,240	1,143	114,174	106,914	30,970	30,255	2,344	2,495	1,555	1,135	149,043	140,799	150,283	141,942
Great Indian Peninsula	*651	636	*90,470	76,909	14,209	12,055	2,111	1,949	5,486	4,744	*112,276	95,657	112,927	96,343
Jodhpur	*28	28	5,991	5,596	1,845	1,839	23	23	77	74	7,936	7,532	*7,964	7,560
Madras and Southern Mahratta.	254	236	42,326	41,946	6,236	5,972	2,244	2,121	2,855	2,968	53,661	53,007	53,915	53,243
Nizam's State	81	94	12,328	13,850	2,507	2,615	359	370	697	896	15,891	17,731	15,972	17,825
North Western	*885	864	*42,215	40,161	*70,183	64,143	*1,171	1,080	*9,104	9,262	*122,673	114,646	*123,558	115,510
Rohilkund and Kumaon.	*17	19	*4,062	4,033	*2,041	2,053	*31	31	6	10	*6,140	6,127	*6,157	6,146
South Indian	*160	145	*30,936	31,331	*2,222	2,175	*1,565	1,575	*3,914	4,059	*38,637	39,140	*38,797	39,285
Total	*4,840	4,661	*550,704	524,696	*177,777	167,476	*14,453	14,143	*36,128	35,135	*779,062	741,450	*783,902	746,111
CLASS II.														
Barsi Light	11	11	1,337	1,287	190	237	19	17	53	66	1,599	1,607	1,610	1,618
Bengal-Dooars	6	5	1,302	1,299	290	173	8	7	47	67	1,647	1,546	1,653	1,551
Bhavnagar State	3	3	*2,681	2,342	*247	258	1	Nil	*51	70	*2,980	3,170	*2,983	3,173
Bikaner State.	8	6	3,162	3,434	805	958	3	3	6	9	3,976	4,404	3,984	4,410
Darjeeling-Himalayan	12	12	1,762	1,703	74	73	23	22	19	25	1,878	1,823	1,890	1,835
Dibru-Sadiya	11	12	2,195	2,269	276	286	3	1	21	16	2,495	2,572	2,506	2,584
Gaekwar's Baroda State.	Nil	Nil	2,197	2,164	175	105	5	4	30	49	2,407	2,322	2,407	2,322
Gondal	Nil	Nil	*1,246	1,332	*107	75	Nil	Nil	20	20	1,373	1,427	1,373	1,427
Howrah-Amra Light	4	2	892	928	178	179	12	13	Nil	Nil	1,082	1,120	1,086	1,122
Jamnagar and Dwarka.	1	1	1,087	1,117	210	230	1	1	10	14	1,308	1,362	1,309	1,363
Junagad State	1	1	960	958	222	217	6	5	11	8	1,199	1,188	1,200	1,189
Morvi	Nil	Nil	661	680	57	72	Nil	1	1	1	719	754	719	754
Mysore	3	3	974	1,037	130	150	32	35	89	93	1,225	1,315	1,228	1,318
Shahdara (Delhi) Saharanpur	3	4	*398	385	226	216	*Nil	Nil	1	5	*625	606	628	610
Total	63	60	*20,854	21,435	*3,187	3,229	*113	109	*359	443	*24,513	25,216	*24,576	25,276
Class III, Total	*22	21	*4,933	4,954	849	927	*13	11	*72	70	*5,867	5,962	*5,882	5,983
Railway Board and other Railway Offices.	*56	57	*2,549	2,766	*536	689	*68	87	*157	161	*3,310	3,703	*3,366	3,760
Grand Total	*4,981	4,799	*579,040	553,851	*182,349	172,321	*14,647	14,350	*36,716	35,809	*812,752	776,331	*817,733	781,130

* Revised figures.

APPENDIX D (i).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1930-31 and the preceding four years.

[Summary of Appendices D (ii) to D(iv)]

Class of accidents. 1	1926-27. 2	1927-28. 3	1928-29. 4	1929-30. 5	1930-31. 6	References. 7										
I.—Accidents to trains—						Appendix D (iii) Col. 311.										
Collisions—																
Passenger trains	75	67	63	88	80	Items 1 to 3										
Other trains and light engines	446	343	329	371	275	" 4 to 6										
Deraillments—																
Passenger trains	381	383	412	511	369	" 7(a) & 7 (b)										
Other trains	4,046	4,343	4,637	4,095	4,176	" 8(a) & 8 (b)										
II.—Failure of engines and rolling-stock—																
Failure of engines due to faulty design, material or workmanship in the Mechanical Department.—																
(1) boilers and tubes	169	169	163	146	147	Item 9(a) (1)										
(2) machinery springs, etc.	620	544	641	637	565	" 9(a) (2)										
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff.—																
(1) boilers and tubes	435	399	377	570	270	" 9 (b) (1)										
(2) other causes	1,591	1,668	2,228	2,535	2,213	" 9 (b) (2)										
Failure of tyres and wheels	49	30	33	14	27	" 9 (c) & 9 (d)										
ditto axles	46	60	89	94	90	" 9 (e)										
ditto brake apparatus	19	20	26	19	23	" 9 (f)										
ditto couplings and draft gear	2,930	3,368	3,150	3,091	3,100	" 9 (g)										
III.—Failure of permanent-way.																
Broken rails	330	353	308	336	415	" 10 (a)										
Failure of tunnels, bridges, viaducts culverts, etc.	20	15	9	4	9	" 10 (b)										
Flooding of portions of permanent-way.	132	164	126	171	238	" 10 (c)										
Slips in cuttings or embankments	44	38	52	108	87	" 10 (d)										
IV.—Fires—																
Fire in trains	215	177	158	167	125	" 11 (a)										
Fire at stations or involving injury to bridges or viaducts.	68	68	79	99	48	" 11 (b)										
V.—Other accidents—																
Trains running over cattle on the line	10,053	9,684	9,707	9,285	8,861	" 12 (b)										
Trains running over obstructions on the line.	320	258	219	217	222	" 12 (c)										
Trains running over obstructions or vehicles at level crossings.				125	104	" 12 (d)										
Train-wrecking or attempted train-wrecking.	574	136	120	58	145	" 12 (e)										
Miscellaneous		560	542	785	712	" 12 (f) + 12 (a).										
TOTAL	23,463	22,847	23,468	23,526	22,301	Total										
*NUMBER OF PERSONS KILLED OR INJURED—	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.										
A.—In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.—							Appendix D (ii).									
Passengers	324	1,117	339	1,046	390	1,131	349	1,040	325	881	Total (a) Col. 29					
Railway servants	319	1,253	323	1,323	341	1,492	343	1,708	282	1,827	" (b) Col. 54					
Other persons	2,107	793	2,203	732	2,443	775	2,481	774	2,397	735	" (c) Col. 54					
TOTAL	2,750	3,163	2,865	3,101	3,179	3,398	3,173	3,522	3,004	3,443	" (d) Col. 54					
B.—In accidents to trains, rolling-stock and permanent-way—											Appendix D (iii).					
Passengers	16	126	45	104	24	207	6	69	12	140	Cols. 313 and 315—(Total)					
Railway servants	25	126	23	166	21	192	33	174	25	132	" 317 & 319—" "					
Other persons	19	35	39	84	55	94	67	171	71	96	" 321 & 323—" "					
TOTAL	60	287	107	354	100	493	106	414	108	368	" 325 & 327—" "					
C.—In accidents on railway premises not connected with the movement of railway vehicles—											Appendix D (iv).					
Passengers	7	21	3	29	4	30	3	17	..	16	Cols. 355 & 356—(Total)					
Railway servants	46	2,204	54	2,713	49	3,180	62	4,014	44	4,659	" 357 & 358—" "					
Other persons	30	61	41	68	26	86	21	87	24	61	" 359 & 360—" "					
TOTAL	83	2,286	98	2,810	79	3,296	86	4,118	68	4,736	" 361 & 362—" "					
TOTAL PASSENGERS	347	1,264	387	1,179	418	1,368	358	1,126	337	1,037	A+B+C above.					
TOTAL RAILWAY SERVANTS	390	3,583	400	4,202	411	4,864	438	5,896	351	6,618						
TOTAL OTHER PERSONS	2,156	889	2,283	884	2,529	955	2,569	1,032	2,492	892						
GRAND TOTAL	2,893	5,736	3,070	6,265	3,358	7,187	3,365	8,054	3,180	8,547						
							Railway Servants.		Other Persons.		Total.		Appendix D (vi)			
							Killed ..		25		26		51		Totals (b), (c) & (d) (Col. 407)	
							Injured ..		9,761		58		9,819			
*Number of persons killed or injured in Railway Workshops, etc., in 1930-31 not included in the above summary.																

Number of persons killed or injured during the year 1930-31 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

CLASS I									
Class of accident.	Nature of Injury.	Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
7	8	9	10	11	12	13	14	15	16
(a) PASSENGERS.									
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC,									
1. Falling between trains and platforms	Killed	..	1	..	2	..	8	..	4
	Injured	..	..	4	4	1	6	..	9
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed	1	2	2	..	5	5	10	8
	Injured	..	6	29	17	6	14	29	26
3. Crossing the line at stations	Killed	..	3	..	3	1	1	3	2
	Injured	..	1	..	1	..	..	2	3
4. Closing of carriage doors	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	1	..	3	..	4
5. Falling or jumping out of carriages during the running of trains.	Killed	..	27	1	22	4	7	22	34
	Injured	10	49	47	59	15	35	54	91
6. Other accidents	Killed	..	1	..	1	2	..	4	2
	Injured	..	3	2	6	..	..	10	15
TOTAL (a)	Killed	1	34	3	28	12	21	39	50
	Injured	10	59	82	88	22	58	95	148
(b) RAILWAY SERVANTS.									
(i) ACCIDENTS IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles	Killed	..	..	..	1	..	1	3	1
	Injured	3	3	6	61	15	1	12	151
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	..	..	..	..	..	1	1	1
	Injured	..	1	1	2	1	..	..	3
3. Passing over or standing upon buffers during shunting.	Killed	..	1	..	..	2	..	..	..
	Injured	..	3	..	1	2	..	..	..
4. Getting on or off or falling off, engines, wagons, etc., during shunting.	Killed	..	..	1	..	1	..	..	..
	Injured	..	4	3	15	5	5	5	19
5. Braking, spragging or choking wheels	Killed	..	..	..	..	1	..	..	1
	Injured	..	..	..	11	..	1	1	39
6. Attending to ground points, marshalling trains, etc.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	1	1	..	4	..	2
7. Moving vehicles by capstans, turntables, krops, etc., during shunting.	Killed	..	..	..	..	..	..	..	..
	Injured	..	1	..	3	..	..	1	..
8. Other accidents during shunting operations not included in the preceding.	Killed	..	..	1	..	..	2	3	2
	Injured	..	2	1	10	6	3	5	51
TOTAL (i)	Killed	..	1	2	1	4	4	7	5
	Injured	3	14	12	104	29	14	24	265

DIX D (ii).

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAIL- WAYS.		Serial No. of Class of Acci- dents (see col. 7.)
Jodhpur	Madras and Southern Mah- ratta.	Nizam's State.	North Western.	Rohil- kund and Kumaon.	South Indian.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31. (Cols. 23, 25 and 27.)	1929-30. (Cols. 24, 26 and 28.)	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
..	..	1	15	..	..	31	46	..	..	..	..	31	46	1
..	..	..	11	..	..	35	42	..	..	..	..	35	42	
..	..	..	16	..	2	51	48	..	..	..	..	51	48	2
..	..	1	26	1	4	159	149	2	2	..	1	161	152	
..	..	..	2	1	..	16	20	2	..	..	..	18	20	3
..	..	..	..	..	..	7	25	2	1	1	..	10	26	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	1	..	..	9	17	1	1	..	1	10	19	
1	12	..	62	3	11	206	209	2	2	1	3	209	214	5
2	25	..	103	13	54	557	638	34	27	13	8	604	723	
..	2	1	3	..	..	16	21	..	..	..	..	16	21	6
..	9	1	9	..	1	56	71	4	6	1	1	61	78	
1	14	2	98	4	13	320	344	4	2	1	3	325	349	Total (a)
2	34	2	150	14	59	823	992	43	37	15	11	881	1,040	
..	1	..	3	..	2	12	9	..	..	..	..	12	9	1
..	17	6	77	1	24	377	370	10	3	7	7	394	380	
..	..	..	..	..	..	3	1	..	..	..	..	3	1	2
..	..	..	1	..	..	9	12	1	2	1	..	11	14	
..	..	..	3	..	..	6	..	1	..	..	..	7	..	3
..	1	..	1	1	..	9	15	..	1	..	..	9	16	
..	..	..	1	..	..	3	9	1	..	..	1	4	10	4
..	..	1	11	..	..	68	60	1	1	..	1	69	62	
..	..	..	..	..	..	2	..	..	..	..	..	2	..	5
..	1	..	..	..	..	53	50	..	..	1	3	54	53	
..	..	..	..	..	..	..	4	..	..	..	..	..	4	6
..	..	..	..	..	..	8	8	..	..	..	..	8	8	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	7
..	..	..	2	..	..	7	7	1	1	..	..	8	8	
..	1	..	1	1	..	11	22	..	..	..	..	11	22	8
..	10	1	35	..	10	134	122	7	2	..	1	141	125	
..	2	..	8	1	2	37	45	2	..	..	1	39	46	Total (b)
..	29	8	127	2	34	665	644	20	10	9	12	694	666	

Number of persons killed or injured during the year 1930-31 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.		CLASS I							
32	Nature of Injury.	Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian	Great Indian Peninsula.
	33	34	35	36	37	38	39	40	41
(b) RAILWAY SERVANTS—concl.									
(ii) OTHER ACCIDENTS.									
9. Falling off engines, etc., during the running of trains.	Killed	..	..	..	..	..	1	1	1
	Injured	3	4	5	9	1	2	7	28
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	1	..	..	1	1
	Injured	..	..	..	3	..	3	4	13
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	..	..	1	..	..	1	..	3
	Injured	1	1	3	13	7	7	14	62
12. Attending to, or failure of, machinery, etc. of engines in steam.	Killed	..	..	..	..	..	..	..	..
	Injured	1	..	..	18	..	4	..	269
13. Working on the permanent-way, sidings, etc.	Killed	..	..	10	..	..	1	10	15
	Injured	1	1	3	..	2	..	9	4
14. Attending to gates at level-crossings	Killed	..	2	..	1	2	2	1	1
	Injured	..	..	..	..	1	3	1	1
15. Walking, crossing, or standing on the line on duty.	Killed	..	..	3	6	3	7	19	23
	Injured	..	1	8	14	2	7	6	19
16. Being caught between vehicles	Killed	1	..	..	..	..	..	..	..
	Injured	1	..	..	2	1	1	..	1
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	2	..	2	..	..
18. Walking, etc., on the line on the way home or to work.	Killed	..	1	..	2	4	2	10	1
	Injured	..	1	..	7	1	..	2	..
19. Miscellaneous	Killed	4	..	6	..	1	2	23	2
	Injured	6	5	6	50	7	8	23	71
TOTAL (ii)	Killed	5	3	20	10	10	16	65	47
	Injured	13	13	25	118	22	37	66	472
TOTAL RAILWAY SERVANTS (b)=[(i) + (ii)]	Killed	5	4	22	11	14	20	72	52
	Injured	16	27	37	222	51	51	90	737
(c) OTHER PERSONS.									
1. Passing over the railway at level crossings.	Killed	..	4	..	4	..	5	7	6
	Injured	..	1	..	4	2	2	4	..
2. Trespassing on the line	Killed	52	239	157	115	69	161	468	159
	Injured	31	60	53	54	46	38	126	45
3. Suicides	Killed	2	6	47	10	6	23	131	38
	Injured	..	..	25	1	1	..	4	3
4. Miscellaneous	Killed	..	10	1	..	..	..	12	..
	Injured	4	1	8	3	3	1	6	3
TOTAL OTHER PERSONS (c)	Killed	54	259	205	129	75	189	618	202
	Injured	35	62	86	62	52	41	140	51
(d) GRAND TOTAL = (a) + (b) + (c)	Killed	60	297	230	168	101	230	729	304
	Injured	61	148	205	372	125	150	325	936

DIX D(ii)—concl'd.

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing far as practicable, the nature and causes of the accidents occasioning death or injury.

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of (class of acci- dents (see col. 32.) 56
Jodhpur. 42	Madras and Southern Mah- ratta. 43	Nizam's State. 44	North Western. 45	Rohil- kund and Kumaon. 46	South Indian. 47	1930-31. 48	1929-30. 49	1930-31. 50	1929-30. 51	1930-31. 52	1929-30. 53	1930-31. Cols. 48, 50 & 52 54	1929-30 Cols. 49, 51 & 53 55	
..	..	..	1	..	..	4	12	2	2	..	..	6	14	9
..	1	3	26	..	2	91	88	3	13	1	1	95	102	
..	..	..	..	..	..	3	3	..	..	..	..	3	3	10
..	..	1	12	..	..	36	29	1	3	..	..	37	32	
..	..	..	6	..	1	12	23	1	..	..	..	13	23	11
..	9	1	7	1	2	128	95	5	5	..	1	133	101	
..	..	..	2	..	..	2	1	..	..	..	..	2	1	12
..	2	..	70	..	2	366	312	..	..	5	2	371	314	
..	5	..	6	..	..	47	49	..	..	..	..	47	49	13
..	3	1	4	..	..	28	34	2	1	..	..	30	35	
..	..	..	..	..	..	9	7	..	..	..	..	9	7	14
..	..	..	..	..	..	6	7	..	..	..	1	6	8	
..	4	2	20	1	..	88	169	..	1	..	..	88	110	15
..	9	9	19	..	2	96	95	1	1	..	1	97	97	
..	..	2	1	..	..	4	4	2	1	..	..	6	5	16
..	1	1	11	..	..	19	8	1	..	..	..	20	8	
..	..	1	..	..	..	1	9	..	..	..	..	1	9	17
..	..	..	4	..	1	13	21	..	..	..	1	13	22	
..	..	..	4	..	..	24	35	1	..	..	..	25	35	18
..	3	2	2	..	..	18	21	3	..	..	..	21	21	
1	2	1	1	..	..	43	41	..	..	..	..	43	41	19
2	50	5	34	3	32	302	292	2	3	6	7	310	302	
1	11	6	41	1	1	237	293	6	4	..	..	243	297	Total (ii).
2	78	23	189	4	41	1,103	1,002	18	26	12	14	1,133	1,042	
1	13	6	49	2	3	274	338	8	4	..	1	282	343	Total (b).
2	107	31	316	6	75	1,768	1,646	38	36	21	26	1,827	1,708	
..	3	..	..	..	..	28	30	..	..	..	2	28	32	1
..	..	2	1	..	..	16	9	3	8	..	..	19	17	
9	96	24	188	21	120	1,878	1,970	28	32	15	8	1,921	2,010	2
..	14	5	53	17	34	576	622	28	33	14	17	618	672	
2	37	5	22	3	30	362	369	1	4	2	2	365	375	3
..	..	..	1	..	..	35	11	..	1	..	1	35	13	
3	2	..	20	..	27	75	59	7	4	1	1	83	64	4
..	9	1	9	1	4	53	64	8	5	2	3	63	72	
14	138	29	230	24	177	2,343	2,428	36	40	18	13	2,397	2,481	Total (c).
..	23	8	64	18	38	680	706	39	47	16	21	735	774	
16	165	37	377	30	193	2,937	3,110	48	46	19	17	3,004	3,173	Grand Total (d).
4	164	41	530	38	172	3,271	3,344	120	120	52	58	3,443	3,522	

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I										
	ASSAM-BENGAL.										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 58	Other acci- dents. 59	Total. (Cols. 58 and 59). 60	Passengers.		Railway servants.		Other persons.		Total.	
				Killed. 61	In- jured. 62	Killed. 63	In- jured. 64	Killed. 65	In- jured. 66	Killed. (Cols. 61, 63 and 65.) 67	In- jured. (Cols. 62, 64 and 66.) 68
57	58	59	60	61	62	63	64	65	66	67	68
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(b) other causes	..	9	9	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(b) other causes	..	22	22	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design material or workmanship in the mechanical department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	..	..	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	66	66	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	21	21	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	14	14	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	11	11	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	6	6	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	4	4	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	2	..	..	..	..	..	2
(b) Trains running over cattle on the line	..	131	131	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	3	3	6	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	1	2	3	..	..	..	..	..	..	..	..
(e) Train-wrecking or attempted train-wrecking.	..	2	2	..	..	..	..	..	..	..	..
(f) Miscellaneous	..	3	3	..	..	..	..	..	..	..	..
Total	4	300	304	..	2	..	..	..	..	..	2

DIX D (iii).

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS.

BENGAL AND NORTH-WESTERN.

Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 69	Other accidents. 70	Total. (Cols. 69 and 70). 71	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents (see column No. 57).
			*		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
			Killed.	Injured.							
			72	73	74	75	76	77	78	79	80
..	..	..	..	..	..	..	..	..	..	..	1
..	3	3	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	3	3	..	..	10	9	..	..	10	9	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	1	1	..	..	..	..	..	..	..	..	7 (a)
..	5	5	1	4	2	5	..	..	3	9	7 (b)
..	9	9	..	..	..	..	..	..	..	..	8 (a)
..	35	35	..	..	..	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a)
..	1	1	..	..	..	..	..	..	..	..	9 (a) 1
..	8	8	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (b) 1
..	152	152	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	56	56	..	..	..	..	..	..	..	..	9 (f)
..	..	..	..	..	..	..	..	..	..	..	9 (g)
..	3	3	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	5	5	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	2	2	..	..	..	..	..	..	..	..	11 (b)
..	5	5	..	..	..	..	..	..	..	..	12 (a)
..	168	168	..	..	..	..	..	..	..	..	12 (b)
..	7	7	..	..	..	..	..	..	..	..	12 (c)
..	4	4	..	..	..	..	..	..	..	..	12 (d)
..	3	3	..	13	..	..	..	..	..	13	12 (e)
..	14	14	..	..	..	2	..	..	..	2	12 (f)
..	484	484	1	17	12	16	..	..	13	33	Total.

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling-stock different classes of accidents and the number of passengers

CLASS I

Class of accident.	BENGAL-NAGPUR.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 82	Other accidents. 83	Total. (Cols. 82 and 83.) 84	Passengers.		Railway servants.		Other persons.		Total.	
				Killed. 85	Injured. 86	Killed. 87	Injured. 88	Killed. 89	Injured. 90	Killed. (Cols. 85, 87 and 89.) 91	Injured. (Cols. 86, 88 and 90.) 92
81											
1. Collisions between passenger trains or parts of passenger trains.	1	..	1	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	..	1	..	11	..	2	..	..	..	13
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	31	31	..	..	..	6	..	..	..	6
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	6	6	..	..	..	6	..	..	..	6
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	9	..	9	..	..	1	..	..	..	1	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	1	77	78	..	..	..	..	..	..	..	..
Failure of engines and rolling stock—											
(a) failures of engines due to faulty design, material or workmanship in the mechanical department—											
(1) boilers and tubes	..	4	4	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	8	8	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	35	35	..	..	..	..	..	..	..	..
(2) other causes	..	98	98	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	2	2	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	107	107	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	56	56	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	..	1	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	2	1	3	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	1	1	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	207	207	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	11	11	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking or attempted train wrecking.	6	..	6	..	..	..	..	..	..	..	..
(f) Miscellaneous	5	46	51	..	7	..	5	3	7	3	19
Total	26	694	720	..	18	1	19	3	7	4	44

DIX D (iii)—contd.

permanent-way, etc., during the year 1930-31 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

BOMBAY, BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 93	Other accidents. 94	Total. (Cols. 93 and 94.) 95	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents (see column No. 81). 104
			Killed. 96	Injured. 97	Killed. 98	Injured. 99	Killed. 100	Injured. 101	Killed. (Cols. 96, 98 and 100). 102	Injured. (Cols. 97, 99 and 101.) 103	
1	..	1	..	..	..	..	3	..	3	..	1
1	1	2	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	10	10	..	2	..	..	..	..	..	2	4
..	2	2	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
4	24	28	1	7	2	9	1	1	4	17	7 (b)
..	1	1	..	..	..	..	..	..	..	..	8 (a)
2	763	763	..	..	..	1	..	..	..	1	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a)
..	12	12	..	..	..	..	..	..	..	..	9 (a) 1
..	..	..	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b)
..	27	27	..	..	..	..	..	..	..	..	9 (b) 1
..	164	164	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	8	8	..	..	..	..	..	..	..	..	9 (e)
..	1	1	..	..	..	..	..	..	..	..	9 (f)
..	210	210	..	..	..	..	..	..	..	..	9 (g)
..	84	84	..	..	..	..	..	..	..	..	10 (a)
..	1	1	..	..	..	..	..	..	..	..	10 (b)
24	2	26	..	..	..	..	..	..	..	..	10 (c)
2	1	3	..	..	..	..	..	..	..	..	10 (d)
..	5	5	..	..	..	..	..	3	..	3	11 (a)
..	5	5	..	..	..	..	..	..	..	..	11 (b)
..	18	18	..	..	..	..	..	..	..	..	12 (a)
1	672	673	..	..	..	..	..	..	..	..	12 (b)
23	..	23	..	..	..	..	..	..	..	..	12 (c)
5	2	7	..	..	..	..	13	10	13	10	12 (d)
4	..	4	..	..	..	..	..	..	..	..	12 (e)
6	21	27	..	..	..	..	..	..	..	..	12 (f)
73	2,035	2,108	1	9	2	10	17	14	20	33	Total.

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling-different classes of accidents and the number of passengers, railway

Class of accident.	C L A S S I										
	BURMA.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 106	Other accidents. 107	Total (Cols. 106 and 107). 108	Passengers.		Railway servants.		Other persons.		Total.	
				Killed. 109	Injured. 110	Killed. 111	Injured. 112	Killed. 113	Injured. 114	Killed. (Cols. 109, 111 and 113). 115	Injured. (Cols. 110, 112 and 114). 116
105											
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	13	13	..	..	..	1	..	..	..	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	16	..	16	1	4	1	3	..	..	2	7
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	4	4	..	..	..	..	..	..	..	..
(b) other causes	..	48	48	..	..	..	..	..	..	..	..
9. Failure of engines and rolling stock—											
(a) failure of engines due to faulty design, material or workmanship in the mechanical department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	22	22	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	13	13	..	..	..	..	..	..	..	..
(2) other causes	..	93	93	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	1	7	8	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	8	8	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	1	160	161	..	..	..	..	..	..	..	..
10. Failure of permanent way—											
(a) Broken rails	..	8	8	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	6	14	20	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	5	5	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	4	4	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	5	344	349	..	..	..	1	..	2	..	3
(c) Trains running over obstructions on the line (other than those at level crossings).	..	13	13	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	7	7	..	..	..	..	..	1	..	1
(e) Train-wrecking or attempted train-wrecking.	1	1	2	3	6	..	..	..	..	3	6
(f) Miscellaneous	..	23	23	..	..	..	1	..	..	..	1
Total	30	794	824	4	10	1	6	..	3	5	19

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

EASTERN BENGAL.											
Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 117	Other accidents. 118	Total. (Cols. 117 and 118). 119	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 105). 128
			Killed. 120	Injured. 121	Killed. 122	Injured. 123	Killed. 124	Injured. 125	Killed. (Cols. 120, 122 and 124). 126	Injured. (Cols. 121, 123 and 125). 127	
..	..	..	..	..	..	..	..	..	..	1	
4	..	4	..	..	..	..	..	..	..	2	
1	1	2	..	..	..	..	..	1	..	3	
1	6	7	..	..	..	..	1	2	1	4	
..	..	..	..	..	..	..	..	..	..	5	
..	1	1	..	..	..	..	..	..	..	6	
1	..	1	..	..	..	..	..	..	..	7 (a)	
19	..	19	..	..	..	..	..	..	..	7 (b)	
..	10	10	..	..	..	..	..	..	..	8 (a)	
..	19	19	..	..	..	..	..	..	..	8 (b)	
..	..	..	..	..	..	..	..	..	..	9 (a)	
..	4	4	..	..	..	..	..	..	..	9 (a) 1	
..	21	21	..	..	..	..	..	..	..	9 (a) 2	
..	..	..	..	..	..	..	..	..	..	9 (b)	
..	2	2	..	..	..	..	..	..	..	9 (b) 1	
..	90	90	..	..	..	..	..	..	..	9 (b) 2	
..	..	..	..	..	..	..	..	..	..	9 (c)	
..	..	..	..	..	..	..	..	..	..	9 (d)	
..	..	..	..	..	..	..	..	..	..	9 (e)	
..	..	..	..	..	..	..	..	..	..	9 (f)	
..	119	119	..	..	..	..	..	..	..	9 (g)	
..	34	34	..	..	..	..	..	..	..	10 (a)	
1	..	1	..	..	..	..	..	..	..	10 (b)	
3	2	5	..	..	..	..	..	..	..	10 (c)	
1	..	1	..	..	..	..	..	..	..	10 (d)	
1	..	1	..	..	..	..	..	..	..	11 (a)	
..	6	6	..	..	..	..	..	..	..	11 (b)	
..	..	..	..	..	..	..	..	..	..	12 (a)	
..	150	150	..	..	..	..	..	..	..	12 (b)	
7	7	14	..	..	..	..	..	..	..	12 (c)	
7	5	12	..	..	..	..	2	2	2	12 (d)	
27	..	27	4	56	..	..	..	..	4	56	
..	13	13	..	..	..	..	..	..	..	12 (e)	
..	..	..	..	..	..	..	..	..	..	12 (f)	
73	490	563	4	56	..	..	3	5	7	61	
											Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-different classes of accidents and the number of passengers, railway

Class of accident.	EAST INDIAN.										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 130	Other acci- dents. 131	Total. (Cols. 130 and 131). 132	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 133, 135 and 137). 139	In- jured. (Cols. 134, 136 and 138). 140
129				133	134	135	136	137	138	139	140
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	20	21	..	..	..	2	..	..	..	2
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	4	4	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	18	18	..	..	1	2	..	..	1	2
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	1	8	9	..	1	1	1	..	..	1	2
(b) Other causes	..	6	6	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	22	22	..	..	..	..	..	..	..	..
(b) Other causes	1	668	669	..	..	..	6	..	..	..	6
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, materials or workmanship in the mechanical department—											
(1) boilers and tubes.	..	35	35	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	84	84	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	31	31	..	..	..	..	..	..	..	..
(2) other causes	..	510	510	..	..	..	..	..	..	..	..
(c) The failure of tyres	1	4	5	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	5	5	..	..	..	..	..	..	..	..
(e) Ditto axles	..	8	8	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	4	4	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	832	832	..	..	..	..	..	1	..	1
10. Failure of permanent-way—											
(a) Broken rails	..	44	44	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	1	1	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	4	4	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	13	13	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	6	6	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	25	25	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	1,102	1,102	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	16	16	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	3	7	10	..	..	..	..	3	4	3	4
(e) Train wrecking or attempted train wrecking	2	18	20	..	..	..	..	..	..	..	..
(f) Miscellaneous	..	183	183	..	..	..	1	..	..	..	1
Total	9	3,878	3,687	..	1	2	12	3	5	5	18

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.											
GREAT INDIAN PENINSULA.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142).	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 129).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 146 and 148). 150	Injured. (Cols. 145, 147, and 149). 151	
141	142	143	144	145	146	147	148	149	150	151	152
..	2	2	..	..	..	..	..	..	..	..	1
..	16	16	..	..	..	..	..	..	..	2	2
..	6	6	..	..	..	..	..	..	..	..	3
2	39	41	..	..	2	17	..	..	2	17	4
..	45	45	..	..	..	..	..	..	..	..	5
..	22	22	..	..	..	3	..	..	..	3	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
..	60	60	..	..	..	..	..	..	..	..	7 (b)
1	12	13	..	..	2	1	..	..	2	1	8 (a)
1	727	728	..	..	1	15	..	..	1	15	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a)
..	1	1	..	..	..	..	..	..	..	..	9 (a) 1
..	61	61	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b)
..	19	19	..	..	..	..	..	..	..	..	9 (b) 1
..	447	447	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	1	1	..	..	..	..	..	..	..	..	9 (d)
..	9	9	..	..	..	..	..	..	..	..	9 (e)
..	3	3	..	..	..	..	..	..	..	..	9 (f)
..	694	694	..	..	..	..	..	..	..	..	9 (g)
..	44	44	..	..	..	..	..	..	..	..	10 (a)
..	1	1	..	..	..	..	..	..	..	..	10 (b)
..	1	1	..	..	..	..	..	..	..	..	10 (c)
1	6	7	..	..	..	..	..	..	..	..	10 (d)
..	59	59	..	..	..	..	..	..	..	..	11 (a)
..	6	6	..	..	..	..	..	..	..	..	11 (b)
..	1	1	..	..	..	..	..	..	..	..	12 (a)
..	1,093	1,093	..	..	..	..	..	..	..	..	12 (b)
..	7	7	..	..	..	2	..	..	..	2	12 (c)
..	6	6	..	..	..	..	..	1	..	1	12 (d)
..	22	22	..	..	..	..	..	..	..	..	12 (e)
..	59	59	..	..	..	..	..	..	..	..	12 (f)
5	3,469	3,474	..	..	5	40	..	1	5	41	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-different classes of accidents and the number of passengers, railway

Class of accidents.	C L A S S										
	JODHPUR.										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 154 & 155).	Passengers.		Railway servants.		Other persons.		Total.	
	153 154	155	156	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 157, 159 & 161).	In- jured. (Cols. 158, 160 & 162).
	157	158	159	160	161	162	163	164	165	166	167
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	8	..	8	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	2	3	5	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	14	14	..	..	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	2	2	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	5	5	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	31	31	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	3	..	3	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	1	..	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	189	189	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	2	2	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking or attempted train-wrecking—	2	..	2	..	..	..	..	..	..	..	..
(f) Miscellaneous	..	1	1	..	..	..	..	..	..	..	..
Total	17	248	265	..	..	..	..	..	..	..	..

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.											
MADRAS AND SOUTHERN MAHRATTA.											
Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 165	Other accidents. 166	Total. (Cols. 165 & 166). 167	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 153). 176
			Killed. 168	Injured. 169	Killed. 170	Injured. 171	Killed. 172	Injured. 173	Killed. (Cols. 168, 170 & 172). 174	Injured. (Cols. 169, 171 & 173). 175	
..	..	..	..	..	..	..	..	..	..	..	1
3	..	3	..	1	..	..	..	..	..	1	2
..	..	..	..	..	..	..	..	..	..	..	3
1	9	10	..	..	..	..	2	2	2	2	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
5	..	5	..	..	..	..	..	..	..	..	7 (a)
7	..	7	..	..	..	..	..	..	..	..	7 (b)
..	9	9	..	..	..	..	..	..	..	..	8 (a)
1	5	6	..	..	..	1	..	..	..	1	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a)
..	3	3	..	..	..	..	..	..	..	..	9 (a) 1
..	30	30	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b)
..	41	41	..	..	..	..	..	..	..	..	9 (b) 1
..	163	163	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
1	5	6	..	..	..	..	..	..	..	..	9 (e)
..	3	3	..	..	..	..	..	..	..	..	9 (f)
1	64	65	..	..	..	1	..	..	..	1	9 (g)
..	37	37	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
7	2	9	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	10	10	..	..	..	..	..	..	..	..	11 (a)
..	1	1	..	..	..	..	..	..	..	..	11 (b)
..	10	10	..	..	..	..	..	..	..	..	12 (a)
1	820	821	..	..	..	..	1	..	1	..	12 (b)
..	1	1	..	..	..	..	..	..	..	..	12 (c)
4	1	5	..	..	..	..	..	3	..	3	12 (d)
35	..	35	..	..	..	..	..	..	..	..	12 (e)
..	12	12	..	..	..	1	..	..	..	1	12 (f)
46	1,227	1,293	..	1	..	3	3	5	3	9	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling- different classes of accidents and the number of passengers, railway

Class of accident.	C L A S S I										
	NIZAM'S STATE.										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 178	Other acci- dents. 179	Total. (Cols. 178 & 179). 180	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 181, 183 & 185). 187	In- jured. (Cols. 182, 184 & 186). 188
177				181	182	183	184	185	186	187	188
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	2	..	2	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high as peed.	1	..	1	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	5	..	5	..	..	..	..	..	..	..	..
(b) other causes	..	..	..	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	13	13	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, mate- rial or workmanship in the Mechanical Depart- ment—											
(1) boilers and tubes.	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	173	173	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, cul- verts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankment	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	16	16	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	6	6	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direc- tion through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	422	422	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	5	5	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level-crossings.	..	8	8	..	..	..	..	..	..	..	..
(e) Train wrecking or attempted train wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Miscellaneous	..	150	150	..	..	..	..	..	..	..	..
Total	8	793	801	..	..	..	..	..	..	..	..

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.											
NORTH WESTERN.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 189	Other accidents. 190	Total. (Cols. 189 and 190). 191	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents. (See column No. 177). 200
			Killed. 192	Injured. 193	Killed. 194	Injured. 195	Killed. 196	Injured. 197	Killed. (Cols. 192, 194 & 196). 198	Injured. (Cols. 193, 195 and 197). 199	
..	1	1	..	..	..	..	..	..	..	..	1
1	1	2	..	..	..	..	..	2	..	2	2
..	1	1	..	..	..	..	..	..	..	..	3
..	8	8	..	..	..	..	..	..	..	..	4
..	11	11	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
7	1	8	..	..	..	..	..	..	..	..	7(a)
28	6	34	..	..	..	..	..	..	..	..	7(b)
1	989	990	..	..	..	4	..	..	..	4	8(a)
2	449	451	..	..	1	5	1	..	2	5	8(b)
..	..	..	..	..	..	..	..	..	..	..	9(a)
..	10	10	..	..	..	..	..	..	..	..	9(a)1
..	94	94	..	..	..	..	..	..	..	..	9(a)2
..	..	..	..	..	..	..	..	..	..	..	9(b)
..	55	55	..	..	..	..	..	..	..	..	9(b)1
..	129	129	..	..	..	..	..	..	..	..	9(b)2
..	7	7	..	..	..	..	..	..	..	..	9(c)
..	..	..	..	..	..	..	..	..	..	..	9(d)
..	19	19	..	..	..	..	..	..	..	..	9(e)
..	..	..	..	..	..	..	..	..	..	..	9(f)
..	485	485	..	..	..	..	..	..	..	..	9(g)
..	65	65	..	..	..	..	..	..	..	..	10(a)
..	3	3	..	..	..	..	..	..	..	..	10(b)
9	59	68	..	..	..	..	..	..	..	..	10(c)
2	40	42	..	..	..	..	..	..	..	..	10(d)
..	3	3	..	..	..	..	..	..	..	..	11(a)
..	4	4	..	..	..	..	..	..	..	..	11(b)
..	9	9	..	..	..	..	..	..	..	..	12(a)
..	721	721	..	..	..	..	..	..	..	..	12(b)
..	28	28	..	..	..	..	..	..	..	..	12(c)
6	3	9	..	..	..	..	4	13	4	13	12(d)
2	5	7	..	..	..	..	..	..	..	..	12(e)
..	20	20	..	..	..	..	..	..	..	..	12(f)
58	3,227	3,285	..	..	1	9	5	15	6	24	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-different classes of accidents and the number of railway

CLASS I

Class of accident.	RORHUND AND KUMAON.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 202 & 203).	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 205, 207 & 209).	In-jured. (Cols. 206, 208 & 210).
201	202	203	204	205	206	207	208	209	210	211	212
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	2	2	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	3	3	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—	..	..	..	..	..	..	..	..	..	..	..
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	..	1	1	..	..	..	..	..	..	..	..
8. Other derailments—	..	..	..	..	..	..	..	..	..	..	..
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	..	5	5	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—	..	..	..	..	..	..	..	..	..	..	..
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical department—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	2	2	..	..	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	18	18	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—	..	..	..	..	..	..	..	..	..	..	..
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—	..	..	..	..	..	..	..	..	..	..	..
(a) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—	..	..	..	..	..	..	..	..	..	..	..
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	85	85	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	2	2	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Train wrecking or attempted train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Miscellaneous	..	7	7	..	..	..	..	..	..	..	..
Total	..	128	128	..	..	..	..	..	..	..	..

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS—contd.

SOUTH INDIAN.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 213	Other accidents. 214	Total. (Cols. 213 and 214). 215	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents. (See column No. 201.) 224
			Killed. 216	Injured. 217	Killed. 218	Injured. 219	Killed. 220	Injured. 221	Killed. (Cols. 216, 218 & 220.) 222	Injured. (Cols. 217, 219 and 221.) 223	
..	..	..	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	1	1	..	..	..	1	..	..	..	1	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
3	..	3	..	..	..	..	..	..	..	..	7 (a)
5	..	5	..	1	1	..	1	..	2	1	7 (b)
..	1	1	..	..	..	..	..	..	..	..	8 (a)
2	4	6	..	..	..	1	..	..	..	1	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a)
..	52	52	..	..	..	..	..	..	..	..	9 (a) 1
..	154	154	..	..	..	..	..	..	..	..	9 (a) 2
..	23	23	..	..	..	..	..	..	..	..	9 (b)
..	86	86	..	..	..	..	..	..	..	..	9 (b) 1
..	..	..	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
7	..	7	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
193	..	193	..	..	..	..	..	..	..	..	9 (g)
8	..	8	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
65	..	65	..	..	..	..	..	..	..	..	10 (c)
1	2	3	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
16	..	16	..	..	..	..	..	..	..	..	12 (a)
..	2,142	2,142	..	..	..	..	..	..	..	..	12 (b)
21	..	21	..	..	..	..	..	..	..	..	12 (c)
19	..	19	..	1	..	..	1	2	1	3	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	..	12 (f)
341	2,465	2,806	..	2	1	2	2	2	3	6	Total.

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers,

Class of accident.	TOTAL CLASS I								
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890. 226	Other acci- dents. 227	Total, (Cols. 226 & 227.) 228	Passengers.		Railway servants.		Other persons.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
225	226	227	228	229	230	231	232	233	234
1. Collisions between passenger trains or parts of passenger trains.	2	3	5	..	..	..	..	3	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	12	25	37	..	1	..	2	..	2
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	3	9	12	..	11	..	2	..	1
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	6	143	149	..	2	12	36	3	4
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	64	64	..	..	..	..	..	..
6. Collisions between light engines	..	50	50	..	..	1	11	..	..
7. Derailments of passenger trains—									
(a) Due to trains running in the wrong direction through points.	22	12	34	..	1	1	1	..	..
(b) Other causes	96	111	207	3	16	7	17	2	1
8. Other derailments—									
(a) Due to trains running in the wrong direction through points.	2	1,059	1,061	..	..	2	5	..	..
(b) Other causes	12	2,838	2,850	..	..	2	29	1	..
9. Failure of engines and rolling stock—									
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—									
(1) boilers and tubes	..	111	111	..	..	..	..	..	..
(2) machinery, springs, etc.	..	510	510	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—									
(1) boilers and tubes	..	246	246	..	..	..	..	..	..
(2) other causes	..	2,125	2,125	..	..	..	..	..	..
(c) The failure of tyres	1	14	15	..	..	..	..	..	..
(d) Ditto wheels	..	6	6	..	..	..	..	..	..
(e) Ditto axles	9	62	71	..	..	..	..	..	..
(f) Ditto brake apparatus	..	19	19	..	..	..	..	..	..
(g) Ditto couplings and draft gear	195	2,824	3,019	..	..	..	1	..	1
10. Failure of permanent way—									
(a) Broken rails	8	396	404	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	2	6	8	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	119	101	220	..	..	..	..	..	..
(d) Slips in cuttings or embankments	7	70	77	..	..	..	..	..	..
11. Fires—									
(a) Fire in trains	2	118	120	..	..	..	..	..	3
(b) Fire at stations, or involving injury to bridges or viaducts.	..	144	44	..	..	..	..	..	..
12. Other accidents—									
(a) Passenger trains running in the wrong direction through points but not derailed.	16	70	86	..	2	..	..	..	..
(b) Trains running over cattle on the line	7	8,246	8,253	..	..	..	1	1	2
(c) Trains running over obstructions on the line (other than those at level crossings).	54	102	156	..	..	..	2	..	..
(d) Trains running over obstructions or vehicles at level-crossings.	45	45	90	..	1	..	..	23	36
(e) Train-wrecking or attempted train wrecking.	79	51	130	7	75	..	..	..	..
(f) Miscellaneous	11	552	563	..	7	..	10	3	7
Total	710	20,032	20,742	10	116	25	117	36	57

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—concl'd.		CLASS II RAILWAYS.													
		BARSI LIGHT.			BENGAL DOOARS.			BHAYNAGAR STATE.			BIKANER STATE.				Serial No. of class of accidents. (See column No. 225.)
Total.		Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 237	Other acci- dents. 238	Total. (Cols. 237 and 238.) 239	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 240	Other acci- dents. 241	Total. (Cols. 240 and 241.) 242	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 243	Other acci- dents. 244	Total. (Cols. 243 and 244.) 245	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 246	Other acci- dents. 247	Total. (Cols. 246 and 247.) 248		
Killed. (Cols. 229, 231 and 233.) 235	Injured. (Cols. 230, 232 and 234.) 236														
3	..													..	
..	5	..	..	..	..	..	..	..	..	..	..	..	..		
..	14	..	..	..	..	..	..	..	..	..	..	..	..		
15	42	..	..	..	..	..	..	..	..	..	..	2	2		
..	..	..	..	..	..	..	..	..	..	..	..	..	..		
1	11	..	..	..	..	..	..	1	..	1	..	..	..		
1	2	..	..	..	..	..	..	..	..	..	..	..	..		
12	34	..	4	4	..	..	..	3	..	3	5	..	5		
2	5	..	..	..	..	..	..	..	..	..	..	..	..		
3	29	..	27	27	..	..	..	..	..	..	..	23	23		
..	..	..	..	..	..	..	..	..	..	..	..	..	..		
..	..	..	..	..	..	..	..	..	6	6	..	..	..		
..	..	..	..	..	..	..	..	..	6	6	..	..	..		
..	..	..	5	5	..	..	..	..	1	1	..	10	10		
..	..	..	24	24	..	2	2	..	5	5	..	7	7		
..	..	..	..	..	..	..	..	..	..	..	..	..	..		
..	..	..	1	1	..	..	..	..	..	..	..	..	..		
..	..	..	6	6	..	..	..	..	..	..	2	..	2		
..	..	..	..	..	..	..	..	..	..	..	..	..	..		
..	2	..	1	1	..	2	2	..	..	..	1	4	5		
..	..	..	2	2	..	..	..	..	2	2	..	3	3		
..	..	..	..	..	..	..	..	..	..	..	..	..	..		
..	..	..	..	..	..	..	..	..	..	..	2	..	2		
..	..	..	..	..	..	..	..	..	..	..	..	..	..		
..	3	..	..	..	..	..	..	..	..	..	1	1	2		
..	..	..	..	..	..	..	..	..	..	..	..	2	2		
..	2	..	4	4	..	..	..	..	..	..	..	..	..		
1	3	..	68	68	..	2	2	..	58	58	..	173	173		
..	2	..	1	1	..	..	..	..	2	2	2	1	3		
23	37	..	..	..	..	2	2	1	..	1	..	1	1		
7	75	..	7	7	..	..	..	2	1	3	..	..	..		
3	24	..	9	9	..	..	..	..	1	1	1	6	7		
71	290	..	159	159	..	8	8	7	82	89	14	233	247		
Total.															

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

CLASS II

Class of accident.	DARJEELING-HIMALAYAN.			DIBRU-SADIYA.			GAEKWAR'S BARODA STATE.			GON.	
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 251	Other acci- dents. 252	Total. (Cols. 251 and 252.) 253	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 254	Other acci- dents. 255	Total. (Cols. 254 and 255.) 256	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 257	Other acci- dents. 258	Total. (Cols. 257 and 258.) 259	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 260	Other acci- dents. 261
250											
1. Collisions between passenger trains or parts of passenger trains.	1	..	1	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	2	..	2	..	..	..	1	..	1	1	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—	..	..	..	..	..	..	..	..	..	..	..
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	58	..	58	..	..	..	2	2	4	..	..
8. Other derailments—	..	..	..	..	..	..	..	..	..	..	..
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	2	34	36	..	2	2	2	28	30	18	..
9. Failure of engines and rolling-stock—	..	..	..	..	..	..	..	..	..	..	..
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical department—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes	..	6	6	..	..	..	..	..	..	3	..
(2) machinery, springs, etc.	..	8	8	..	..	..	..	..	..	1	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes	..	4	4	..	..	..	..	..	..	..	..
(2) other causes	..	5	5	..	10	10	..	8	8	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(e) Ditto axles	..	4	4	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	3	..	3	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	2	2	..	..	..	..	..
10. Failure of permanent way—	..	..	..	..	..	..	..	..	..	..	..
(a) Broken rails	1	..	1	..	..	..	..	..	..	3	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	..	2	2	..	..	..	11	..	11	..	..
(d) Slips in cuttings or embankments	..	9	9	..	..	..	1	..	1	..	..
11. Fires—	..	..	..	..	..	..	..	..	..	..	..
(a) Fire in trains	..	..	..	..	..	..	..	1	1	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—	..	..	..	..	..	..	..	..	..	..	..
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line.	..	10	10	..	30	30	..	27	27	17	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	7	7	..	..	..	..	21	21	1	..
(d) Trains running over obstructions or vehicles at level crossings.	..	5	5	..	..	..	..	..	..	..	..
(e) Train-wrecking or attempted train-wrecking.	..	..	..	..	..	..	..	..	..	2	..
(f) Miscellaneous	..	..	..	..	..	..	..	7	7	..	..
Total	67	95	162	..	44	44	17	94	111	46	..

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

DAL.	HOWRAH AMTA LIGHT.			JAMNAGAR AND DWARKA.			JUNAGAD STATE.			MORVI.			Serial No. of class of accidents (See column No. 250.)
Total. (Cols. 260 and 261.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 263	Other acci- dents.	Total. (Cols. 263 and 264.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 266	Other acci- dents.	Total. (Cols. 266 and 267.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 269	Other acci- dents.	Total. (Cols. 269 and 270.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 272	Other acci- dents.	Total. (Cols. 272 and 273.)	
262	263	264	265	266	267	268	269	270	271	272	273	274	275
..	..	..	..	..	..	..	..	..	..	..	..	..	1
1	9	..	9	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	5	..	5	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	..	..	7(a)
..	19	..	19	..	..	..	..	..	..	..	..	..	7(b)
..	..	..	..	..	1	1	..	..	..	..	..	..	8(a)
18	9	..	9	..	9	9	..	17	17	..	..	..	8(b)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(a)
3	..	..	..	..	6	6	..	..	..	..	2	2	9(a) (1)
1	..	6	6	..	..	..	..	..	..	..	9	9	9(a) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(b)
..	..	..	..	..	2	2	..	..	..	..	..	..	9(b) (1)
..	..	..	..	..	2	2	..	9	9	..	4	4	9(b) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(c)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(d)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(e)
..	..	..	..	..	..	..	..	..	..	..	1	1	9(f)
..	5	..	5	..	..	..	..	1	1	..	1	1	9(g)
3	..	..	..	..	..	..	..	..	..	..	..	..	10(a)
..	..	..	..	..	..	..	..	..	..	..	..	..	10(b)
..	..	..	..	..	..	..	..	..	..	..	..	..	10(c)
..	..	..	..	..	..	..	..	..	..	..	..	..	10(d)
..	1	..	1	..	..	..	..	1	1	..	..	..	11(a)
..	1	..	1	..	..	..	..	..	..	..	..	..	11(b)
..	2	..	2	..	..	..	..	..	..	..	..	..	12(a)
17	..	2	2	..	33	33	..	7	7	..	4	4	12(b)
1	..	2	2	..	1	1	..	1	1	..	1	1	12(c)
..	1	..	1	..	..	..	..	..	..	..	1	1	12(d)
2	1	..	1	..	..	..	..	..	..	..	2	2	12(e)
..	8	..	8	..	..	..	..	2	2	..	3	3	12(f)
46	61	10	71	..	54	54	..	38	38	..	28	28	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers, or

Class of accident.	CLASS II RAILWAYS.									TOTAL CLASS II		
	MYSORE RAILWAYS.			SHAHNARA (DELHI). SAHARANPUR LIGHT.			Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.			Passengers.		
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 277 and 278.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 280 and 281.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 283 and 284.)	Railway servants.		
	276	278	279	280	281	282	283	284	285	Killed.	In- jured.	Killed.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	1	1	1	1	2	2	21	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	13	..	13	..	1	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	5	2	7	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	1	..	1	..	..	..
7. Derailments of passenger trains—	..	..	..	..	..	..	..	..	..	..	..	..
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	1	..	1	..	1	1	88	7	95	..	..	..
8. Other derailments—	..	..	..	..	3	3	..	4	4	..	..	..
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	..	1	1	..	..	..	31	141	172	..	..	..
9. Failure of engines and rolling-stock—	..	..	..	..	..	..	..	..	..	..	..	..
(a) failures of engines due to faulty design, material or workmanship in the Mechanical department—	..	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes	..	..	..	..	..	..	3	20	23	..	..	..
(2) machinery, springs, etc. . . .	..	..	..	..	..	..	1	29	30	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff	..	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes	..	..	..	..	..	..	..	22	22	..	..	..
(2) other causes	..	..	..	..	..	..	..	76	76	..	..	..
(c) The failure of tyres	..	1	1	..	..	..	..	1	1	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	2	2	..	..	..
(e) Ditto axles	..	..	..	..	..	..	2	10	12	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	3	1	4	..	..	..
(g) Ditto couplings and draft gear.	4	12	16	..	..	..	10	23	33	..	..	..
10. Failure of permanent way—	..	..	..	..	..	..	..	..	..	..	..	..
(a) Broken rails	..	..	..	..	..	..	4	7	11	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	3	..	3	..	..	..	16	2	18	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	1	9	10	..	..	..
11. Fires—	..	..	..	..	..	..	..	..	..	..	..	..
(a) Fire in trains	..	..	..	..	..	..	2	3	5	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	1	2	3	..	..	..
12. Other accidents—	..	..	..	..	..	..	..	..	..	..	..	..
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	2	4	6	..	..	..
(b) Trains running over cattle on the line.	..	84	84	..	3	3	17	501	518	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	1	1	..	1	1	3	39	42	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	2	9	11	..	..	..
(e) Train-wrecking or attempted train-wrecking	..	..	..	..	..	..	5	10	15	..	..	..
(f) Miscellaneous	2	..	2	..	6	6	11	34	45	..	1	..
Total	10	99	109	..	15	15	222	959	1,181	2	23	..

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS.					TOTAL CLASS III RAILWAYS.												Serial No. of class of accidents (see col. No. 276.)
Railway servants.		Other persons.		Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 294	Other accidents. 295	Total. (Cols. 294 and 295). 296	Passengers.		Railway servants.		Other persons.		Total.			
In- jured.	Killed.	In- jured.	Killed. (Cols. 286, 288 and 290).	In- jured. (Cols. 287, 289 and 291).				Killed.	Injured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 297, 299 and 301).	In- jured. (Cols. 298, 300 and 302).		
																289		290	291	292	293	297	298	299	300	301	302	303	304
1	..	..	2	22	..	..	..	..	..	..	..	..	..	..	..	1	
2	..	..	..	3	10	1	11	..	1	..	1	..	1	..	3	2	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	
1	..	..	..	1	1	1	2	..	..	..	..	..	..	..	..	4	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	
..	..	..	..	..	1	1	2	..	..	..	..	..	..	..	..	6	
..	..	..	..	..	1	1	2	..	..	..	..	..	..	..	..	7(a)	
1	..	..	..	1	26	5	31	..	..	..	..	..	..	..	..	7(b)	
..	..	..	..	..	..	60	60	..	..	..	..	..	..	..	..	8(a)	
3	..	..	..	3	10	19	29	..	..	..	..	..	..	..	..	8(b)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(a)	
..	..	..	..	..	..	13	13	..	..	..	..	..	..	..	..	9(a) (1)	
..	..	..	..	..	5	20	25	..	..	..	..	..	..	..	..	9(a) (2)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(b)	
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	9(b) (1)	
..	..	..	..	..	..	12	12	..	..	..	..	..	..	..	..	9(b) (2)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(c)	
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	9(d)	
..	..	..	..	..	1	6	7	..	..	..	3	..	..	..	3	9(e)	
2	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	9(f)	
..	..	..	..	..	8	40	48	..	..	..	..	..	..	..	..	9(g)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(a)	
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	10(b)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(c)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(d)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11(a)	
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	11(b)	
..	..	..	..	..	3	1	4	..	..	..	..	..	..	..	..	12(a)	
..	33	35	33	35	3	87	90	..	..	..	..	..	..	..	..	12(b)	
..	..	..	..	..	4	20	24	..	..	..	..	..	..	..	..	12(c)	
..	1	2	1	2	1	2	3	..	..	..	..	..	..	..	..	12(d)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12(e)	
1	1	1	1	3	4	4	8	..	..	..	..	..	..	..	..	12(f)	
11	35	38	37	72	78	300	378	..	1	..	4	..	1	..	6	Total.	

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling—distinguishing between the different classes of accidents and the number of passengers, railway.

Class of accident.	TOTAL ALL RAILWAYS.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.		Passengers.			
							Killed.		Injured.	
	1930-31. 307	1929-30 308	1930-31. 309	1929-30. 310	1930-31. 311	1929-30. 312	1930-31. 313	1929-30. 314	1930-31. 315	1929-30. 316
206										
1. Collisions between passenger trains or parts of passenger trains.	3	1	4	7	7	8	2	..	21	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	35	41	26	29	61	70	..	3	3	25
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	3	3	9	7	12	10	..	..	11	6
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	12	12	146	201	158	213	..	..	2	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	64	86	64	87	..	..	..	..
6. Collisions between light engines	2	6	51	65	53	71	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	23	39	13	20	36	59	..	..	1	..
(b) Other causes	210	235	123	217	333	452	3	1	16	23
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	2	11	1,123	1,067	1,125	1,078	..	..	..	..
(b) Other causes	53	53	2,998	2,964	3,051	3,017	..	..	..	..
9. Failure of engines and rolling stock—										
(a) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	3	7	144	139	147	146	..	..	..	..
(2) machinery, springs, etc.	6	..	559	637	565	637	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	..	1	270	569	270	570	..	..	..	..
(2) other causes	..	..	2,213	2,535	2,213	2,535	..	..	..	..
(c) The failure of tyres	1	2	15	9	16	11	..	..	..	..
(d) Ditto wheels	..	..	11	3	11	3	..	..	..	..
(e) Ditto axles	12	17	78	77	90	94	..	..	..	..
(f) Ditto brake apparatus	3	..	20	19	23	19	..	..	..	..
(g) Ditto couplings and draft gear	213	196	2,887	2,895	3,100	3,091	..	..	..	1
10. Failure of Permanent way—										
(a) Broken rails	12	9	403	327	415	336	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	2	1	7	3	9	4	..	..	..	..
(c) The flooding of portions of permanent-way.	135	69	103	112	238	171	..	..	..	..
(d) Slips in cuttings or embankments	8	4	79	104	87	108	..	..	..	..
11. Fires—										
(a) Fire in trains	4	9	121	158	125	167	..	..	..	6
(b) Fire at stations, or involving injury to bridges or viaducts.	1	7	47	92	48	99	..	..	..	..
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	21	30	75	80	96	110	..	..	2	..
(b) Trains running over cattle on the line	27	20	8,834	9,265	8,861	9,285	..	..	..	1
(c) Trains running over obstructions on the line (other than those at level crossings).	61	89	161	128	222	217	..	2	..	1
(d) Trains running over obstructions or vehicles at level crossings.	48	42	56	83	104	125	..	..	1	..
(e) Train-wrecking or attempted train-wrecking.	84	23	61	35	145	58	7	..	75	1
(f) Miscellaneous	26	22	590	653	616	675	..	..	8	6
Total	1,010	940	21,291	22,536	22,301	23,526	12	6	140	69

IX D (iii)—concl'd.

tock, permanent-way, etc., during the years 1929-30 and 1930-31 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

TOTAL ALL RAILWAYS.												
Railway servants.				Other persons.				Grand Total.				Serial No. of Class of Accident (see column No. 306).
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
(Cols. 313, 317 and 321.)		(Cols. 314, 318 and 322.)		(Cols. 315, 319 and 323.)		(Cols. 316, 320 and 324.)		(Cols. 313, 317 and 321.)		(Cols. 314, 318 and 322.)		
1930-31. 317	1929-30. 318	1930-31. 319	1929-30. 320	1930-31. 321	1929-30. 322	1930-31. 323	1929-30. 324	1930-31. 325	1929-30. 326	1930-31. 327	1929-30. 328		329
..	..	1	4	3	..	..	..	5	..	22	4	1
..	4	5	11	..	5	3	21	..	12	11	67	2
..	..	2	..	..	..	1	..	..	..	14	6	3
12	6	37	42	3	1	4	3	15	7	43	45	4
..	..	..	4	..	..	..	..	..	..	..	4	5
1	2	11	24	..	..	..	..	1	2	11	24	6
1	1	1	5	..	..	..	..	1	1	2	5	7 (a)
7	2	18	6	2	..	1	..	12	3	35	29	7 (b)
2	1	5	2	..	1	..	..	2	2	5	2	8 (a)
2	3	32	30	1	..	..	..	3	3	32	30	8 (b)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(1) 9 (a)(2)
..	2	..	..	..	..	..	..	..	2	..	..	9 (b)(1) 9 (b)(2)
..	..	..	2	..	..	..	..	..	..	..	2	9 (c)
..	..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	3	1	..	..	..	..	..	..	3	1	9 (e)
..	..	2	..	..	..	..	..	..	..	2	..	9 (f)
..	..	1	3	..	..	1	1	..	..	2	5	9 (g)
..	..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	6	..	1	..	..	..	..	..	6	..	1	10 (c)
..	..	..	..	..	..	..	1	..	..	..	1	10 (d)
..	2	..	6	..	..	3	1	..	2	3	12	11 (a)
..	2	..	3	..	1	..	..	..	3	..	3	11 (b)
..	..	..	..	..	..	..	..	..	..	2	..	12 (a)
..	..	1	3	34	25	37	45	34	27	38	49	12 (b)
..	1	2	3	..	..	..	2	..	1	2	6	12 (c)
..	..	..	2	24	34	38	47	24	34	39	49	12 (d)
..	..	..	..	..	..	..	..	7	..	75	1	12 (e)
..	1	11	22	4	..	8	40	4	1	27	68	12 (f)
25	33	132	174	71	67	96	171	108	106	368	414	Total

H50CRAccts

Number of persons killed or injured during the year 1930-31 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	PASSEN- GERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSEN- GERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.	
	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 331, 333 and 335.)	In- jured. (Cols. 332, 334 and 336.)	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 339, 341 and 343.)	In- jured. (Cols. 340, 342 and 344.)
330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346
1. Ascending or descending steps at stations.	..	..	..	3	..	1	..	4	..	..	..	1	..	..	..	1
2. Being struck by barrows, falling over packages, etc., on platform.	..	..	..	36	..	1	..	37	..	..	..	..	..	..	..	..
3. Falling off platforms	..	3	..	6	..	1	..	10	..	..	..	..	..	..	..	..
4. Loading, unloading or sheeting wagons.	..	..	5	610	1	11	6	621	..	..	..	1	..	..	..	1
5. Moving or carrying goods at stations, etc.	..	..	1	223	1	1	2	224	..	..	..	..	..	..	..	..
6. Working at cranes or capstans	..	..	2	32	..	..	2	32	..	..	..	..	..	..	..	..
7. Falling of wagon doors, lamps, bales of goods, etc.	..	..	..	203	..	4	..	207	..	..	..	..	..	..	..	..
8. Falling off, or getting on or off, stationary engines or vehicles.	..	..	2	113	..	1	2	114	..	..	..	2	..	..	..	2
9. Falling off platforms, ladders, scaffolds, etc.	..	..	8	159	4	9	12	168	..	..	..	..	..	..	..	..
10. Stumbling whilst walking on the line or platforms.	..	1	..	74	..	4	..	79	..	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	..	..	1	1,215	..	..	1	1,215	..	..	..	2	..	..	..	2
12. Being trampled on or kicked by horses.	..	..	..	9	..	..	..	9	..	..	..	1	..	..	..	1
13. Working on the line or in sidings.	..	..	5	497	3	4	8	501	..	..	..	..	..	..	..	..
14. Miscellaneous . . .	..	7	20	1,462	15	24	35	1,493	..	4	..	1	..	..	..	5
Total	..	11	44	4,642	24	61	68	4,714	..	4	..	8	..	..	..	12

DIX'D (iv).

between the number of passengers, railway servants and other persons killed or injured by accidents in which upon railways was not concerned.

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		
Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 347, 349 and 351.)	In-jured. (Cols. 348, 350 and 352.)	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 355, 357 and 359.)	In-jured. (Cols. 356, 358 and 360.)	
347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363
..	..	..	..	..	..	..	..	..	..	..	4	..	1	..	5	1. Ascending or descending steps at stations.
..	..	..	..	..	..	..	..	..	..	..	36	..	1	..	37	2. Being struck by barrows, by falling over packages, etc., on platform.
..	..	..	..	..	..	..	..	..	3	..	6	..	1	..	10	3. Falling off platform.
..	..	..	..	..	..	..	..	..	..	5	611	1	11	6	622	4. Loading, unloading or shunting wagons.
..	..	..	..	..	..	..	..	..	..	1	223	1	1	2	224	5. Moving or carrying goods at stations, etc.
..	..	..	..	..	..	..	..	..	..	2	32	..	..	2	32	6. Working at cranes or capstans.
..	..	..	..	..	..	..	..	..	..	..	203	..	4	..	207	7. Falling of wagon doors, lamps, bales of goods, etc.
..	..	..	..	..	..	..	..	..	..	2	115	..	1	2	116	8. Falling off, or getting on or off, stationary engines or vehicles.
..	..	..	1	..	..	..	1	..	..	8	160	4	9	12	169	9. Falling off platform, ladders, scaffolds, etc.
..	..	..	1	..	..	..	1	..	1	..	75	..	4	..	80	10. Stumbling whilst walking on the line or platform.
..	..	..	1	..	..	..	1	..	..	1	1,218	..	..	1	1,218	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	..	..	10	..	..	..	10	12. Being trampled on or kicked by horses.
..	..	..	3	..	..	..	3	..	..	5	500	3	4	8	504	13. Working on the line or in sidings.
..	1	..	3	..	..	..	4	..	12	20	1,466	15	24	35	1,502	14. Miscellaneous.
1	..	9	..	..	..	..	10	..	16	44	4,659	24	61	68	4,736	Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1930-31
[The figures in this statement represent the number of railway servants

Railway system.	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed. 365	Percentage of total. 366	Injured. 367	Percentage of total. 368	Killed. 369	Percentage of total. 370	Injured. 371	Percentage of total. 372	Killed. 373	Percentage of total. 374	Injured. 375	Percentage of total. 376
364												
Assam-Bengal	2	40.0	14	87.5	2	40.0	2	12.5	1	20.0	..	..
Bengal and North-Western	1	25.0	5	19.0	3	75.0	22	81.0	..	..	..	..
Bengal-Nagpur	6	27.3	6	16.2	13	59.1	23	62.2	3	13.6	8	21.6
Bombay, Baroda and Central India.	7	63.6	184	82.9	4	36.4	30	13.5	..	..	8	3.60
Burma	10	71.4	45	88.2	4	28.6	6	11.8	..	..	..	..
Eastern Bengal	2	10.0	18	35.3	18	90.0	27	52.9	..	..	5	9.80
East Indian	56	77.8	79	87.8	16	22.2	11	12.2	..	..	..	..
Great Indian Peninsula	40	77.0	707	96.0	12	23.0	25	3.00	..	..	5	1.00
Jodhpur	1	100.0	1	100.0	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	9	69.2	97	90.7	4	30.8	10	9.30	..	..	..	..
Mizam's State	4	66.7	19	61.3	2	33.3	12	38.7	..	..	..	..
North Western	46	93.9	313	99.1	..	..	..	..	3	6.12	8	0.95
Rohilkund and Kumaon	..	..	..	..	2	100.0	6	100.0	..	..	..	..
South Indian	3	100.0	62	82.7	..	..	12	16.0	..	..	1	1.30
Total	187	68.2	1,550	87.7	80	29.2	186	10.5	7	2.56	30	1.70

DIX D (v).

caused by the movements of trains and railway vehicles exclusive of accidents included in appendix D (iii). killed and injured included in appendix D (ii)].

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				TOTAL.		Railway system.
Killed. 377	Percent- age of total. 378	Injured. 379	Percent- age of total. 380	Killed. 381	Percent- age of total. 382	Injured. 383	Percent- age of total. 384	Killed. (Cols. 365, 369, 373, 377 and 381.) 385	Injured. (Cols. 367, 371, 375, 379 and 383.) 386	
..	..	..	..	..	..	..	..	5	16	Assam-Bengal.
..	..	..	..	..	..	..	..	4	27	Bengal and North-Western.
..	..	..	..	..	..	..	..	22	37	Bengal-Nagpur.
..	..	..	..	..	..	..	..	11	222	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	14	51	Burma.
..	..	1	1.96	..	..	..	..	20	51	Eastern Bengal.
..	..	..	..	..	..	..	..	72	99	East Indian.
..	..	..	..	..	..	..	..	52	737	Great Indian Peninsula.
..	..	..	..	..	..	..	..	1	1	Jodhpur.
..	..	..	..	..	..	..	..	13	107	Madras and Southern Mah- ratta.
..	..	..	..	..	..	..	..	6	31	Nizam's State.
..	..	..	..	..	..	..	..	49	316	North Western.
..	..	..	..	..	..	..	..	2	6	Rohilkund and Kumaon.
..	..	..	..	..	..	..	..	3	75	South Indian.
..	..	1	0.06	..	..	..	..	274	1,767	Total.

Number of accidents occurred during the year 1930-31 in Railway Workshops

Number of accidents and number of persons killed or injured.	Particulars.	Class I							
		Assam Bengal.	Bengal and North-Western.	Bengal Nag-pur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
388	389	390	391	392	393	394	395	396	397
(a) Total number of accidents..	..	6	32	66	2,767	134	557	290	2,551
(b) Affecting Railway Servants.									
1. Railway workshops ..	Killed ..	..	..	1	1	..	..	4	1
	Injured ..	..	20	40	2,749	60	551	259	2,550
2. New works not opened for traffic.	Killed ..	..	..	..	..	..	..	1	..
	Injured ..	..	..	..	3	..	..	6	..
3. Lines under construction ..	Killed ..	1	..	2	..	..	..	2	..
	Injured ..	3	..	11	4	..	..	14	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	1	1	..	..	..	..
	Injured ..	..	..	..	5	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	1	..	..	..	..	..	..
	Injured ..	1	2	1	..	..	..	..	..
Total (b) ..	Killed ..	1	1	4	2	..	..	7	1
	Injured ..	4	22	52	2,761	60	551	279	2,550
(c) Affecting Other persons.									
1. Railway workshops ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	1	..	..	..	1	..
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	4	..	..	..	1	..
	Injured ..	..	..	19	..	1	..	3	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	1	..	..	..	..
	Injured ..	..	..	..	3	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	4	..	..	..	..	..	..
	Injured ..	..	2	..	..	..	..	..	..
Total (c) ..	Killed ..	..	4	4	1	..	..	1	..
	Injured ..	..	2	20	3	1	..	4	..
(d) Grand total = (b + c) ..	Killed ..	1	5	8	3	..	..	8	1
	Injured ..	4	24	72	2,764	61	551	283	2,550

DIX D (vi).

and certain other places and the number of Railway servants and other persons killed or injured.

Railways.						Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 404, 405 and 406).	No. of accidents and No. of persons killed and injured.
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohil- kund and Kumaon.	South Indian.	404	405	406	407	408
398	399	400	401	402	403	404	405	406	407	408
..	1,114	440	1,241	31	502	9,731	183	1	9,915	(a) Total number of accidents.
..	1	..	..	..	..	8	1	1	10	(b) Affecting Railway Servants.
..	1,081	440	1,180	31	496	9,457	184	..	9,641	Killed } 1
..	1	..	..	..	..	2	..	..	2	Injured } 1
..	31	..	..	..	..	40	..	..	40	Killed } 2
..	..	..	5	..	..	10	..	..	10	Injured } 2
..	..	..	38	..	..	70	..	..	70	Killed } 3
..	..	..	..	..	..	2	..	..	2	Injured } 3
..	..	..	..	..	..	5	..	..	5	Killed } 4
..	..	..	..	..	..	1	..	..	1	Injured } 4
..	..	..	1	..	..	5	..	..	5	Killed } 5
..	..	..	..	..	..	..	..	..	..	Injured } 5
..	2	..	5	..	..	23	1	1	25	Killed } Total (b).
..	1,112	440	1,219	31	496	9,577	184	..	9,761	Injured } Total (b).
..	..	..	..	..	..	..	..	..	..	(c) Affecting Other persons.
..	..	..	..	..	..	2	..	..	2	Killed } 1
..	..	..	..	..	..	..	..	..	..	Injured } 1
..	..	..	..	..	..	..	..	..	..	Killed } 2
..	..	..	..	..	..	..	..	..	..	Injured } 2
..	..	..	4	..	12	21	..	..	21	Killed } 3
..	..	..	13	..	15	51	..	..	51	Injured } 3
..	..	..	..	..	..	1	..	..	1	Killed } 4
..	..	..	..	..	..	3	..	..	3	Injured } 4
..	..	..	..	..	..	4	..	..	4	Killed } 5
..	..	..	..	..	..	2	..	..	2	Injured } 5
..	..	..	4	..	12	26	..	..	26	Killed } Total (c).
..	..	..	13	..	15	85	..	..	85	Injured } Total (c).
..	2	..	9	..	12	49	1	1	51	Killed } (d) Grand Total.
..	1,112	440	1,232	31	511	9,635	184	..	9,819	Injured } (d) Grand Total.

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam Bengal	3' 3½"	206	97.5	701	85.3	2.89	5,776	85.4	3.72
Bengal and North-Western	3' 3½"	381	58.3	1,532	65.8	13.8	11,381	NH	0.90
Bengal Nagpur	5' 6"	738	98.4	1,134	98.4	1.59	22,927	68.5	30.5
	2' 6"	114	93.9	423	90.5	NH	2,023	88.7	0.10
	2' 0"	17	NH	1	NH	NH	520	NH	NH
Bombay, Baroda and Central India	5' 6"	386	100.0	973	100.0	NH	10,398	86.5	11.1
	3' 3½"	497	99.8	1,651	99.9	0.06	10,401	20.9	9.87
	2' 6"	24	NH	66	NH	NH	307	NH	NH
Burma	3' 3½"	427	80.2	1,479	78.1	4.33	10,008	32.7	0.89
Eastern Bengal	5' 6"	328	100.0	1,094	89.4	0.56	8,375	48.9	49.8
	3' 3½"	223	100.0	1,155	86.7	13.3	6,690	24.2	2.44
	2' 0"	9	NH	63	NH	NH	66	NH	NH
East Indian	5' 6"	1,645	99.6	3,657	98.2	1.56	51,388	76.6	20.7
Great Indian Peninsula	5' 6"	1,000	99.6	2,569	100.0	NH	19,279	87.5	10.3
	2' 6"	19	NH	NH	NH	NH	213	NH	NH
Jodhpur	3' 3½"	108	61.1	316	75.9	3.48	2,602	0.35	0.04
Madras and Southern Mahratta	5' 6"	310	99.0	953	99.6	0.40	6,268	75.9	22.7
	3' 3½"	358	63.4	1,052	85.0	4.84	8,683	3.47	38.0
Nizam's State	5' 6"	84	100.0	189	98.9	1.06	2,319	55.5	42.2
	3' 3½"	89	83.1	199	100.0	NH	1,512	33.9	1.26
North-Western	5' 6"	1,207	97.6	3,955	99.3	0.66	30,389	88.3	16.6
	2' 6"	105	NH	394	88.8	NH	972	79.7	1.75
Rohilkund and Kumaon	3' 3½"	78	67.9	234	50.4	28.6	2,712	0.66	0.21
South Indian	5' 6"	151	99.3	385	98.4	1.56	2,030	78.6	18.9
	3' 3½"	424	99.8	1,451	91.5	5.58	7,064	4.11	4.15
	2' 0"	11	54.5	35	NH	NH	78	NH	NH
Total		8,993	92.6	28,721	92.7	3.04	224,761	59.7	16.9
CLASS II RAILWAYS.									
Barsi Light	2' 6"	37	84.0	120	100.0	NH	286	43.7	56.3
Bengal Dooars	3' 3½"	19	47.4	71	19.7	32.4	450	0.22	NH
Bhavnagar State	3' 3½"	31	77.4	161	68.3	29.2	658	0.15	1.82
Bikaner State	3' 3½"	55	41.8	173	24.9	20.2	1,266	6.32	NH
Darjeeling Himalayan	2' 0"	35	2.90	132	100.0	NH	552	100.0	NH
Dibru Sadiya	3' 3½"	31	88.8	73	85.0	14.9	1,605	22.1	55.2
Gaekwar's Baroda State	2' 6"	41	NH	163	NH	NH	883	NH	NH
Gondal	3' 3½"	21	100.0	115	69.6	27.8	420	NH	1.43
Howrah-Amta	2' 0"	19	NH	144	10.6	NH	82	100.0	NH
Jamnagar and Dwarka	3' 3½"	22	54.6	75	65.3	93.8	625	94.4	7.50
Junagad State	3' 3½"	21	61.9	91	65.9	23.1	320	15.0	22.2
Morvi	3' 3½"	22	81.8	117	77.8	22.2	252	0.79	0.79
Mysore	3' 3½"	35	88.5	186	84.9	10.2	512	57.8	2.34
	2' 6"	13	46.1	28	NH	NH	NH	NH	NH
	2' 0"	6	NH	7	NH	NH	NH	NH	NH
Shahdara (Delhi)-Saharanpur	2' 6"	10	NH	49	NH	NH	229	NH	NH
Total		418	51.0	1,705	55.1	16.9	8,140	26.2	14.7
GRAND TOTAL (CLASS I & II RLYS.)		9,411	90.8	27,426	90.3	3.90	232,901	58.6	16.8

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1931.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
656	Nil	90.7	Nil	227	177	404	Nil	98.2	98.9	98.5	CLASS I RAILWAYS.
1,284	Nil	100.0	80	978	65	1,123	100.0	46.2	100.0	53.1	Assam Bengal.
903	15.4	84.6	73	450	147	670	100.0	90.9	89.8	91.6	Bengal and North Western.
391	2.05	89.0	11	223	82	316	100.0	81.2	53.7	74.7	Bengal Nagpur.
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
724	6.63	93.4	Nil	327	198	525	Nil	92.7	52.5	77.9	Bombay, Baroda and Central India.
1,480	Nil	100.0	Nil	915	270	1,185	Nil	86.4	99.6	89.4	
66	Nil	28.8	Nil	41	22	63	Nil	65.9	100.0	77.8	
1,216	Nil	79.6	Nil	700	300	1,000	Nil	92.4	89.0	91.4	Burma.
822	0.12	99.6	16	259	329	604	87.5	74.5	63.2	68.7	Eastern Bengal.
884	1.36	98.4	30	404	233	667	100.0	100.0	100.0	100.0	
63	Nil	Nil	2	37	15	54	Nil	2.70	6.67	3.70	
2,994	16.0	78.8	150	1,365	758	2,273	100.0	94.3	94.6	94.8	East Indian.
1,649	7.09	92.9	3	828	450	1,281	100.0	86.6	76.2	83.0	Great Indian Peninsula.
45	Nil	100.0	Nil	26	18	44	Nil	92.3	100.0	95.5	
235	Nil	100.0	13	95	90	198	100.0	100.0	100.0	100.0	Jodhpur.
742	20.2	79.7	1	349	242	592	100.0	86.2	89.2	87.5	Madras and Southern Mahratta.
326	24.2	75.7	Nil	459	320	779	Nil	93.4	90.0	94.9	
145	53.1	46.9	Nil	59	17	76	Nil	100.0	88.2	97.4	Nizam's State.
181	79.6	12.7	Nil	85	25	110	Nil	96.5	88.0	94.5	
2,851	13.4	84.7	74	1,138	858	2,070	100.0	100.0	100.0	100.0	North Western.
334	9.58	75.7	19	192	59	270	100.0	100.0	100.0	100.0	
263	Nil	93.5	3	151	44	198	100.0	70.2	100.0	77.2	Rohilkund and Kumaon.
308	Nil	91.9	Nil	140	94	234	Nil	100.0	100.0	100.0	South Indian.
1,330	Nil	89.9	Nil	731	366	1,097	Nil	79.8	44.8	68.1	
35	Nil	100.0	Nil	18	16	34	Nil	44.4	100.0	79.4	
20,527	8.84	86.8	475	10,197	5,195	15,867	99.2	86.5	86.0	86.7	Total.
120	Nil	100.0	Nil	90	5	95	Nil	12.2	Nil	11.4	CLASS II RAILWAYS.
58	Nil	100.0	3	36	9	48	100.0	55.6	100.0	66.7	Bam Light.
126	Nil	94.4	Nil	80	8	88	Nil	92.5	62.5	89.8	Bengal Doars.
135	Nil	100.0	4	84	16	104	100.0	100.0	100.0	100.0	Bhavnagar State.
110	5.40	81.8	Nil	57	21	78	Nil	Nil	Nil	Nil	Bikaner State.
53	Nil	94.3	Nil	33	12	45	Nil	100.0	100.0	100.0	Darjeeling Himalayan.
157	Nil	85.3	Nil	113	27	140	Nil	59.2	100.0	67.1	Dibru Sadiya.
92	Nil	100.0	Nil	53	10	63	Nil	94.3	80.0	92.1	Geakwar's Baroda State.
130	Nil	100.0	10	89	18	117	Nil	4.49	94.4	17.9	Gondal.
75	Nil	97.3	Nil	38	Nil	38	Nil	100.0	Nil	100.0	Howrah-Amta.
83	Nil	88.0	Nil	32	11	43	Nil	84.4	45.5	74.4	Jamnagar and Dwarka.
94	Nil	100.0	Nil	58	9	67	Nil	100.0	100.0	100.0	Junagad State.
160	13.1	80.6	Nil	103	16	119	Nil	100.0	100.0	100.0	Morvi.
28	Nil	Nil	Nil	21	5	26	Nil	100.0	100.0	100.0	Mysore.
7	Nil	Nil	Nil	7	Nil	7	Nil	42.8	Nil	42.8	
49	Nil	100.0	3	42	2	47	100.0	26.2	100.0	34.0	Shahdara (Delhi)-Saharanpur.
1,477	1.83	91.1	20	936	169	1,125	50.0	64.5	77.5	66.2	Total.
22,004	8.37	87.0	495	11,133	5,364	16,992	97.2	84.6	85.7	85.3	GRAND TOTAL (CLASS I & II RLYS.).

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1930-31.

Railway system.	Crime and Order Contribution to Local Government.	WATCH AND WARD.		Total cost to the Railway.	TOTAL COST.	
		Watchmen.	Contingen- cies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
CLASS I.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	49,013	97,463	2,156	1,48,632	116.0	0.04
Bengal and North-Western	30,348	86,877	1,447	1,18,672	56.1	0.02
Bengal-Nagpur	1,08,640	3,99,553	27,820	5,36,013	162.9	0.04
Bombay, Baroda and Central India	2,08,679	7,25,460	37,683	9,71,822	247.6	0.05
Burma	Nil	78,794	6,845	85,639	41.6	0.01
Eastern Bengal	4,837	3,15,379	7,201	3,27,417	172.9	0.03
East Indian	Nil	9,02,466	1,04,090	10,06,556	235.5	0.03
Great Indian Peninsula	1,22,893	4,99,360	34,068	6,56,321	177.4	0.03
Jodhpur	Nil	21,747	3,107	24,854	25.5	0.01
Madras and Southern Mahratta	2,17,677	2,77,864	23,842	5,19,383	160.5	0.04
Nizam's State	1,63,722	†	41,949	2,05,671	166.1	0.05
North Western	Nil	9,87,927	14,652	10,02,579	114.2	0.04
Rohilkund and Kumaon	10,000	24,826	‡	34,826	61.0	0.02
South Indian	1,96,275	1,55,632	5,768	3,57,675	145.3	0.03
Total	11,12,084	45,73,348	3,10,628	59,96,060	157.7	0.04
CLASS II						
Barsi Light	4,300	7,030	655	11,985	59.0	0.02
Bengal Dooars	81	8,955	463	9,499	60.8	0.03
Bhavnagar State	14,757	11,719	‡	26,476	86.2	0.04
Bikaner State	Nil	8,407	234	8,641	10.9	0.01
Darjeeling Himalayan	1,521	Nil	Nil	1,521	10.3	Nil
Dibru Sadiya	Nil	5,638	Nil	5,638	65.5	0.02
Gaekwar's Baroda State	Nil	8,457	123	8,580	24.1	0.01
Gondal	13,397	8,706	27	22,130	116.7	0.05
Howrah Amta	1,509	3,444	Nil	4,953	112.9	0.01
Jamnagar and Dwarka	2,518	4,226	113	6,857	43.6	0.02
Junagad State	6,555	2,017	Nil	8,572	57.8	0.03
Morvi	8,352	1,425	Nil	9,777	95.5	0.02
Mysore*	Nil	6,820	Nil	6,820	15.4	0.01
Shahdara (Delhi)-Saharanpur Light	Nil	6,178	576	6,754	73.0	0.05
Total	52,990	83,022	2,191	1,38,203	42.9	0.02
Class III Total	11,845	9,333	334	21,512	20.7	0.01
GRAND TOTAL	11,76,919	46,65,703	3,13,153	61,55,775	145.6	0.07

* Including the Bangalore-Chik Ballapur Light, Kolar District and Tarikere-Narasimharajapura Light Railways.

† Included in column 2.

‡ Included in column 3.

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Books and Technical Papers published by the Railway Board.

BOOKS.

- (1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 6-0-0 or 9s. 9d. Volume II, Rs. 5-8-0 or 9s.
- (2) Classified List and Distribution Return of Officers of all Indian Railways. Published half-yearly. Price Rs. 1-12-0 or 3s.
- (3) History of Indian Railways, constructed and in progress corrected up to 31st March 1928. Published quinquennially. Price Rs. 5-8-0 or 9s.
- (4) History of Services of the Officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 23-8-0 or 37s.
- (5) Pocket edition of the Schedules of dimensions for the 5' 6" gauge (revised 1932), price Re. 1 each, 3' 3½" gauge (revised 1930), price Re. 1 each, 2' 6" gauge (revised and reprinted edition, 1930), price annas 5 each, and 2' 0" gauge, 1922, price Re. 1 each.

TECHNICAL PAPERS.

(6) Over 279 papers have been published by the Technical Section of the Railway Board's office. The papers comprise:—

- (a) Original descriptions of railway works and studies of railway problems in India and elsewhere.
- (b) Reprints of articles from foreign engineering magazines.
- (c) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below:—

Technical Paper.	Name.	Author.
No. 72	The design of well foundations for bridges . . .	(Compiled.)
" 148	Statistics of railway working expenditure . . .	G. DEUCHARS.
" 153	River training and control on the guide bank system . . .	F. J. E. SPRING.
" 215	The Hardinge Bridge over the Lower Ganges at Sara . . .	SIR ROBERT GALES.
" 219	Technical education in relation to railways in America . . .	H. L. COLE.
" 239	The central control systems for the scheduling of operations in locomotive repairs workshops in England . . .	H. H. SAUNDERS.
" 242	Railway Statistics and the Operating Officer . . .	MAJOR F. H. BUDDEN.
" 243	How to judge the prospects of new railways . . .	LT.-COL. L. E. HOPKINS.
" 244	Sleeper spacing and the effect of the New Permissible Axle-loads . . .	A. F. HARVEY.
" 245	Report of the Indian Railway Bridge Committee on track stresses . . .	
" 247	1st and 2nd interim reports of the Indian Railway Bridge Committee on impact and revision of the Bridge rules . . .	
" 249	Operating Statistics and the Divisional Officer . . .	MAJOR F. H. BUDDEN.
" 250	Axle-loads, Wheel Diameter and railheads dimensions . . .	
" 251.	A. R. E. and maintenance of Way Association's Impact tests on Railway Bridges. (Reprinted.) . . .	
"	Description of the planning, Progress, Coaling and Engine Repair, Schedule System, introduced on the G. I. P. Ry. Loco. shops at Parel . . .	F. G. S. MARTIN.
" 256	Notes on the preparation of railway projects . . .	H. L. GLASS.
" 259	The estimation of Passenger earnings on new projects . . .	A. LINES.
" 261	Tube wells on the N. W. Railway, 1925-27 . . .	J. WARDON.
" 262	Note on steps to be taken to permit of running the future large vehicles on Broad Gauge Railways, 1927 . . .	A. I. SLIEGH.
" 263	Note on Composite Index numbers of Indian Railways . . .	W. G. BARNETT.
" 264	Memorandum on Traffic Surveys . . .	R. N. NICOLLS.
" 266	Principles of the Absolute Block System, 1929 . . .	L. H. KIRKNESS.
" 267	Flood-Lighting, 1929 . . .	H. J. MULLENEUX.
" 271	Antiseptic treatment of <i>Pinus Longi-folia</i> (Chir) for Railway Sleepers . . .	KAMESAM.
" 272	The Stereographic Survey of the Shaksam . . .	MAJOR KENNETH MASON. (Reprint.)
" 273	A Schedule system for the Control of Operations in Workshops, 1929 . . .	H. H. SAUNDERS.
" 275	An Enquiry into the Preparation of Periodic Financial Returns on the Railways of Great Britain, Egypt and Palestine, 1929 . . .	MAJOR WAGSTAFF.
" 276	Investigation into the Strength of Rail Joints . . .	H. HOWE and L. H. SWAIN.
" 277	Description of the Cost Accounting Scheme introduced in the locomotive workshops at Moghalpura . . .	A. E. HOWELL.
" 278	Notes on Tube Railway Construction . . .	H. G. SALMOND.
" 279	Report on Track Practice on American and Canadian Railways . . .	A. F. HARVEY.
" 280	The Installation of a Production System in the locomotive workshops at Moghalpura . . .	A. E. HOWELL.
" 281	The Belt System of Repairs introduced in the Locomotive Workshops at Kanchrapara . . .	R. DE VERE IRWIN and J. R. POTTER.
" 282	Note on "Fridera"—A composition for reconditioning abraded spike holes in Railway Sleepers . . .	S. KRISHNA and T. P. GHOSE.

The prices of the papers vary from annas Three to Rupees Fifteen.

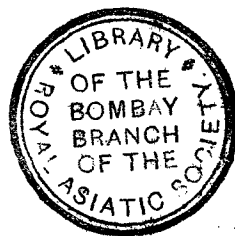
The books and papers can be bought from the Government of India, Central Publication Branch, 3, Government Place, West, Calcutta.

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GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

REPORT
BY THE
RAILWAY BOARD
ON
INDIAN RAILWAYS
FOR
1931-32

Volume I



CALCUTTA: GOVERNMENT OF INDIA
CENTRAL PUBLICATION BRANCH
1933

CONTENTS.

CHAPTER I.—GENERAL REVIEW.

	PAGE.
Introduction	1
Monsoon conditions and agricultural results	1
Increased mileage	2
Railways and the Legislature	2
Railway Budget	2
Standing Finance Committee for Railways	3
Meetings with Agents of Railways and Local Governments	3
Local Advisory Committees	3
Railway Rates Advisory Committee	4
Extension of the contracts of the Bengal and North Western and Rohilkund and Kumaon Railways	5

CHAPTER II.—FINANCE.

Trade Review	7
Financial results of working	8
Analysis of earnings	17
Alterations in rates and fares	19
Stores Balances	19
Compensation claims for goods	20

CHAPTER III.—NEW CONSTRUCTION AND ENGINEERING WORKS.

Capital expenditure	21
Lines opened during 1931-32	22
Lines sanctioned in 1931-32	23
Lines under construction on 31st March, 1932	23
Important lines opened during 1931-32	25
Important new works	26
Open line improvements	27

CHAPTER IV.—TRANSPORTATION AND WORKING.

Statistics	29
Wagon usage	30
Fuel economy	32
Punctuality of passenger trains	32
Through mail and express services	32
System of ticket checking	33
Road motor competition	33
Wagon position	33
Neutral examination of interchanged wagon stock	34
Debits for damages and deficiencies	34
Railway Collieries	34

CHAPTER V.—ROLLING STOCK AND MATERIALS.

Additions to equipment	37
Supply of rails and fish-plates from indigenous sources	37
Development of the use of indigenous Timbers for carriage building	37
Wooden Sleeper Purchase Organisation	38
Value of railway materials purchased	39
Purchase of stores by Railways through the Indian Stores Department	40
Dynamometer car	40
Cost of maintenance and supply of locomotive power and cost of maintenance and operation of Carriage and Wagon Stock	41
Central Standards Office	41
Locomotive Standards Committee	41
Carriage and Wagon Standards Committee	41
Bridge Standards Committee	42
Track Standards Committee	42

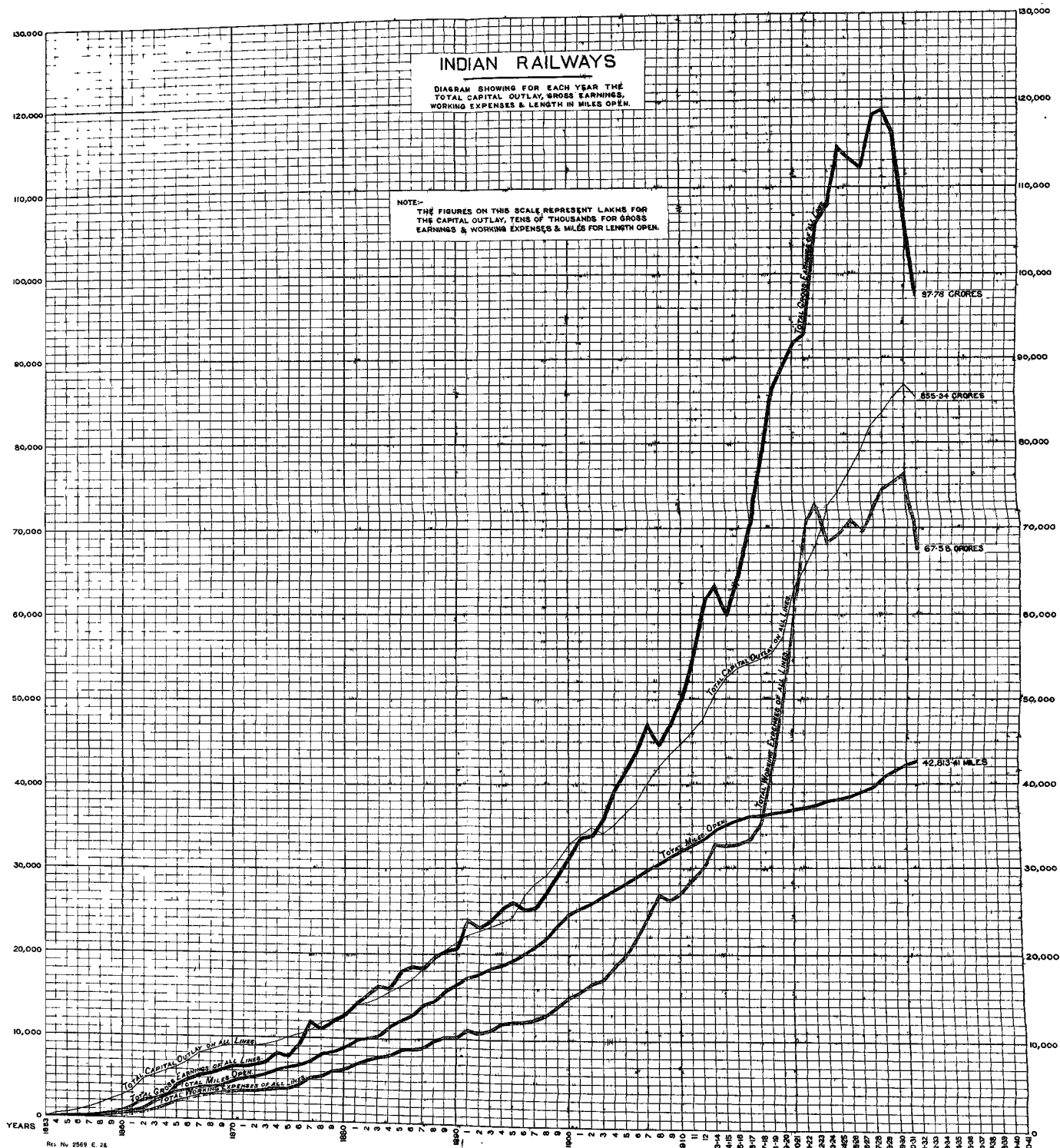
	PAGE.
CHAPTER VI.—STAFF.	
Number of staff	44
Cost of staff	44
Indianisation—	
Recruitment of superior officers—	
State-managed Railways	45
Company-managed Railways	47
Review of the progress made since 1925	49
Representation of minority communities	52
Reorganisation of Gazetted cadres of State-managed Railways	53
Organisation of the Medical Department on State-managed Railways	54
Rules regarding the recruitment and training of subordinate staff	54
Training of staff—	
Railway Staff College, Dehra Dun	55
Area Schools	56
Improvement in the service conditions of the staff—	
Revision of the scales of pay of lower paid employees in Electrical Department, East Indian Railway	56
Hours of Employment Regulations	57
Revision of leave rules	57
Acceleration of payments	58
Investigation into the system of raising and recovering debits	58
Welfare—	
Assistance to railway employees for the education of their children	59
Staff Benefit Fund	59
Relief of indebtedness	59
Railway Sports	60
Report of the Royal Commission on Labour	60
Elimination of racial discrimination	60
Economies in staff charges	60
Reduction in the strength of the subordinate and inferior staff and of workshop employees	61
Reduction in gazetted or superior cadres	62
Reduction in special pay and allowances	63
Emergency cut in pay	63
Revision of the scales of pay of future entrants into the superior and subordinate services	64
Meetings with the All-India Railwaymen's Federation	64
Court of enquiry	64

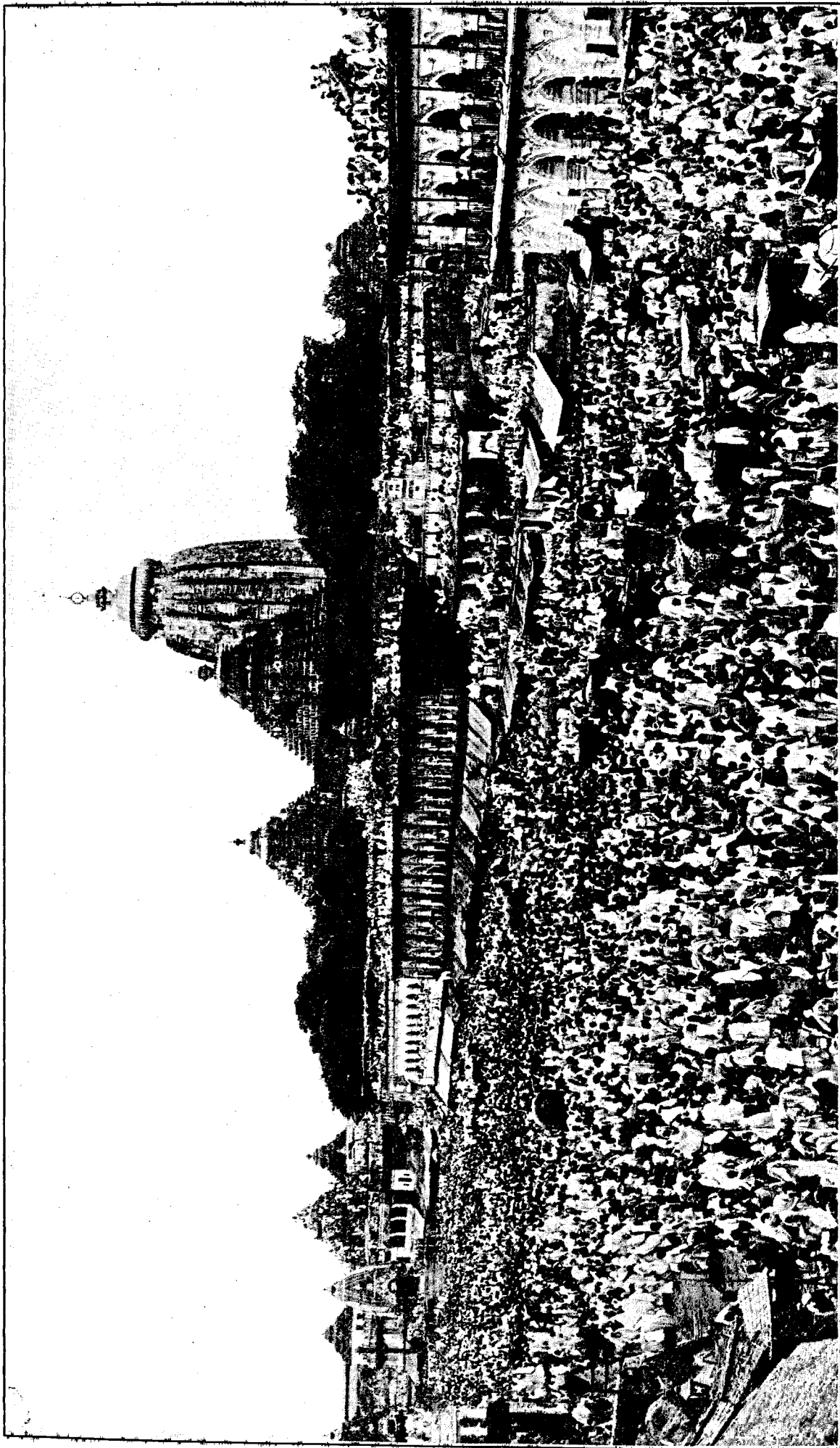
CHAPTER VII.—MISCELLANEOUS.

Passenger train services and travel amenities	67
Accidents	75
Central Publicity	79
Anti-malarial measures	79
Earthquakes	80

APPENDICES.

A.—List of Railways in India	81—85
B.—Relations of the Government to Railways in India	86—90
C.—Organisation for Government control	91—96
D.—Separation of Railway finance from General finance	97—98
E.—Financing of branch lines of Railways	99—102
F.—Statement of gazetted officers and senior subordinates	103—109
G.—Statement of appointments created and vacancies filled—	
State-managed Railways	110
Company-managed Railways	110—112
H.—Officers of the Railway Department (Railway Board)	113





Car festival at Puri.

CHAPTER I.

GENERAL REVIEW.

1. Introduction.—The Railway Board's Annual Report on Indian Railways is published in two volumes. Volume I reviews the general administration, financial results of working of railways and also comments upon items of outstanding interest that occurred during the year. Such matters as the new construction of railway lines and rolling stock, methods of transportation and their modernisation, establishment matters such as the recruitment and the training of staff and measures adopted to ameliorate the conditions of living and improve the welfare of subordinates and other matters, having an important bearing on railway management and operation, are also described. Volume II is a compilation of financial and statistical summaries and statements covering the main heads of the capital and revenue accounts and embracing the complete range of railway working. The period for which the report is prepared is reckoned from the 1st April in one year to the 31st March in the following year.

2. Monsoon conditions and agricultural results.—India being primarily an agricultural country, the welfare and general prosperity of whose inhabitants are very largely dependent upon her exportable surplus of staple products, a few remarks about the incidence and effectiveness of the monsoon rainfall appear to be called for before dealing with matters directly connected with railway operation. The monsoon was, on the whole, well distributed, but at few places heavy rains resulted in floods causing, among other things, damage to crops. On an average, the total rainfall during the monsoon period over the plains of India was only four per cent. above the normal. During the latter part of the monsoon period, rainfall was generally normal in Burma, Assam, the North-West Frontier Province, Mysore and the Punjab, but excessive elsewhere. The total rainfall for the year as a whole, was, however, within 25 per cent. of the normal except that it was very meagre in Sind and moderately in excess in Berar, Bombay and West Rajputana.

The season may, on the whole, be regarded as fairly good from the agricultural stand-point. Among the principal crops, the output of rice, sugarcane and castor seed was satisfactory, while the yield from jute, cotton, sesamum, groundnuts, linseed and rape and mustard showed a decline. A good yield was obtained from the rice crop, except in Burma, the total production having exceeded the previous year's plentiful harvest by nearly two per cent. Sugarcane also gave a record yield which was 21 per cent. above that of 1930-31. The wheat crop of 1930-31—which was moved mostly during the year under review—also exceeded the average of the previous five years by nine per cent. Following successive large crops during the previous two years, the area under jute cultivation was considerably reduced in 1931 and the production reached only 56 lakhs of bales, being nearly half of the average production for the preceding five seasons. The cotton crop for the year was the lowest since 1921-22, the production being 22 per cent. less than 1930-31. Among oilseeds, castor gave an increased production, while sesamum and groundnut were less productive, being 12 and 15 per cent. less respectively than 1930-31. Linseed, rape and mustard also showed a decline as compared with the preceding season.

3. The depressed state of Indian trade during 1931-32 is reflected in the large decrease which has been recorded in the gross earnings of the railways. The earnings of State-owned lines fell from Rs. 95 crores in 1930-31 to Rs. 86 crores in 1931-32, representing a decrease of approximately Rs. 9 crores. The net loss from the working of State-owned railways was Rs. 9.20 crores. Owing to continued working under loss of the State-owned railways, no contribution was made from railway to general revenues for the year. The decline in earnings was as much due to the fall of passenger traffic as of goods: the earnings from passenger traffic on all railways, both State-owned and

others fell from Rs. 34·3 crores to Rs. 31·4 crores, a decrease of 2·9 crores, while the earnings from goods carried fell from Rs. 64·4 crores to Rs. 58·7 crores, a decrease of Rs. 5·7 crores. The more important decreases in the movement of goods traffic were in the export of jute and cotton and fewer shipments of oilseeds. There was a smaller movement of passengers travelling long and short distances, which also is partly attributable to the general trade depression.

4. Increased mileage.—The railway lines opened during the year under review totalled 570 miles, but due to realignment and closing down of certain small sections the net addition to the mileage of railways during the year under review was 533, of which 442 belong to the State. The total route mileage at the end of the year stood at 42,813. In addition to this, 318 miles were under active construction on 31st March, 1932.

Sanction was also accorded during the year for the construction of certain new lines totalling 82 miles.

5. Railways and the Legislature.—As in the past the Members of the Legislature continued to take an active interest in Railway matters. Out of a total of 3,192 questions answered in the Legislature during the three sessions, 915 referred to Railway matters.

In addition to questions, three, out of the ten Resolutions on Railway matters, found places in the ballot, of which two came up for discussion—one in the Legislative Assembly and the other in the Council of State—while the third was withdrawn.

The first resolution referred to the presentation of the Railway Budget during the Autumn session of the Central Legislature. The mover stated that the present procedure prolonged the Session into very hot weather and that the two budgets, the Railway and the General Budget, being separate there would be no difficulty in discussing them separately. Moreover, only six days were allowed for the discussion of the Railway Budget against eight days for the General Budget. The Autumn session being a less heavy session, seemed more suitable and more time could be given for discussion. The Government opposed the Resolution, tracing briefly the history of the proposal from the time when Sir Charles Innes, the then Railway Member recommended its adoption in which he was supported by Sir Clement Hindley who was Chief Commissioner at the time. It was held, however, that the procedure would necessitate an amendment of Section 67-A of the Government of India Act, which requires that “the estimated annual expenditure and revenue of the Governor General in Council should be laid in the form of a statement before both Chambers of the Indian Legislature in each year” which obviously means each financial year. A separate presentation of the Railway Budget alone would necessitate legislation in Parliament. It was therefore decided to postpone further consideration of this question till the Government of India Act comes under revision, and the Resolution was withdrawn.

The second Resolution referred to the purchase of the Bengal and North-Western and Rohilkund and Kumaon Railways. This Resolution, which was adopted on the motion of Government, was based on the report of the Special Committee appointed by the Legislative Assembly to consider what action should be taken when the opportunity to purchase the Bengal and North-Western and Rohilkund and Kumaon Railway systems occurred on 31st December, 1932. The Resolution has been reproduced in paragraph 11 of this Report. In the course of the discussion it was pointed out that though the Railways could have been purchased in December, 1932, the money required for the purchase of the two sections (nearly 12 million sterling) could not be raised without putting an undue strain on India credit or without reducing the power of the Government to finance new expenditure in other directions.

6. Railway Budget.—The Railway Budget for 1932-33 was discussed in detail with the Standing Finance Committee for Railways at their meetings held on the 2nd, 3rd and 4th February, 1932. It was placed before

both the Houses of the Legislature on the 25th February, 1932. The General discussion on the budget took place in the Council of State on the 27th and in the Assembly on the 29th February, 1932. The four succeeding days, *viz.*, from 1st to 4th March, 1932, were taken up with the discussion and voting of the demands for grants in the Assembly.

In the course of the general discussion in the Assembly a very considerable variety of subjects came under review. Some of them, namely, the relation and co-ordination of rail and road transport, the necessity of re-organising the Railway Board, and the recommendations of the Railway Retrenchment Sub-Committee for the appointment of an expert Committee to go into the whole question of Railway Administrations in India were of much importance and interest.

Eight motions for reductions were actually moved during the debates on demands for grants but none was carried. Six of them were negatived and the other two after full discussion were withdrawn by the movers. Of the six motions negatived, two were of great interest and occupied most of the time of the House. One was in connection with the Railway retrenchment policy and the other in connection with the future constitution of the Railway Board. Of the other four negatived, the main motion was to reduce the grant under the head "Railway Board" to Re. 1 for the alleged inefficiency of that body. The topics discussed in the remaining three were the conveniences of the travelling public, favouritism in the Railways and Indianisation of the superior service. One of the motions withdrawn was to draw attention to the inadequate representation of Muslims in the Railway Services.

7. Standing Finance Committee for Railways.—The Committee met six times in the year. Besides scrutinising the capital programmes of railways and discussing the budget estimates of 1932-33, it considered certain proposals for the creation of certain superior posts on railways, and the recommendations in Sir Arthur Dickinson's report on the subject of inclusion of overhead charges and interest in the cost of jobs undertaken in railway workshops and in the issue price of stores and of coal used on railways.

8. Meetings with Agents of Railways and Local Governments.—Two meetings were held by the Railway Board with Agents of the principal Railways during the year under review.

The following were included in the subjects discussed :—

- (1) Retrenchment of Staff.
- (2) Collection of pilgrim taxes by railways.
- (3) Railway Staff Benefit Fund on State Railways.
- (4) Co-operative Credit Societies.
- (5) Mileage Coupons.
- (6) Report of the Royal Commission on Labour.

Twenty-three visits were paid by the Chief Commissioner, Financial Commissioner and Members of the Railway Board to the headquarters of the Railway Administrations and seven to Local Governments and to Indian States. Copies of tour programmes of the Hon'ble Member for Railways, the Chief Commissioner, the Financial Commissioner and Members of the Board were sent in advance to Local Governments and important Mercantile Associations as well as to the Press—thus giving facilities for discussions on important subjects.

9. Local Railway Advisory Committees.—These Committees, reference to which has been made in previous reports, have continued to function on all Class I Railways (except the Jodhpur Railway) and on the Barsi Light Railway. Their advice on matters coming within their purview is welcomed by Railway Administrations who endeavour to give effect to the recommendations made by the Committees to the extent possible.

During the year under review 110 meetings of the various Committees were held—Particulars of the subjects discussed at these meetings and the

action which the Railway Administration concerned decided to take thereon are embodied in pamphlets published quarterly by the Railway Board. The following is a list of some of the more important matters discussed:—

- Provision of buffet cars for Indian refreshments.
- Passenger fares.
- Charges for portage at stations.
- Provision of oriental type lavatories in railway carriages and waiting rooms.
- Construction of new lines.
- Improvements to rolling stock.
- Provision of additional waiting rooms and bathing places on platforms.
- Provision of level crossings and overbridges.
- Provision of raised platforms.
- Running of trains for pilgrimages.
- Enquiry Offices at stations.
- Issue of return tickets at reduced fares.
- Appointment of Traffic Canvassers.
- Return tickets for motor cars.

10. Railway Rates Advisory Committee.—The Railway Rates Advisory Committee, which was constituted in 1926, continued to function under the presidency of Sir Narasimha Sarma, K.C.S.I., late Law Member of His Excellency the Viceroy's Executive Council. During the year the following two cases were referred to the Committee for investigation and report:—

- (i) Complaint from the Indian Ginning and Pressing Co., Ltd., Ahmedabad, against the Bombay, Baroda and Central India Railway, alleging discrimination in the rates for cotton, full-pressed in favour of Viramgam, Jhund and Patri as against the rate from Ahmedabad to Bombay.
- (ii) Complaint from the Colliery Owners' Association, Chhindwara, regarding the rates charged by the Bengal Nagpur and Great Indian Peninsula Railways for coal from stations in the Central Provinces situated on the Bengal Nagpur Railway, and in regard to the facilities for the through booking of coal from those stations to stations on the Great Indian Peninsula Railway and beyond.

As regards the first case, the complaint was withdrawn by the applicant after the first hearing of the case, while the second case was still under enquiry at the close of the year.

In February 1931 the services of the Railway Rates Advisory Committee were placed at the disposal of the Commerce Department for the investigation of a complaint from the pioneer Motor Boat Co., Dacca, alleging an undue reduction in the passenger fares between Serajdhika and Dacca, by the India General Navigation and Railway Co., Ltd., and the Rivers Steam Navigation Co., Ltd. The Committee was engaged on this case for about a month.

Owing to the President and the Railway Member of the Committee proceeding on 5½ months leave from about the middle of April 1931, the sittings of the Committee were temporarily suspended during that period. The suspension of the sittings of the Committee did not, however, preclude the submission of applications to the Railway Department and Agents of Railways in accordance with the procedure in force. Preliminary enquiries in connection with such applications continued to be made and those which were to be submitted to the Committee were sent to them when the Committee resumed their sittings in October 1931.

The expenditure on the Committee from April 1926 has been as follows:—

	Rs.
1926-27	1,38,000
1927-28	1,48,000
1928-29	1,67,000
1929-30	1,56,000
1930-31	1,64,000
1931-32	1,34,000

The question as to the possibility of reducing the cost of the Committee has engaged the attention of the Railway Board, and in October 1931, the Railway Retrenchment Sub-Committee reported on the work of this Committee and recommended that the Railway Rates Advisory Committee as such should be abolished but considered that an *ad hoc* Committee, appointed from time to time to deal with cases as they arose, should be sufficient to meet the requirements of the public and were of opinion that, with the institution of an *ad hoc* Committee, the expenditure ought not to be more than Rs. 50,000 a year. The Railway Board, while accepting the recommendation of the Retrenchment Committee, did not consider that an *ad hoc* Committee to deal with each case as it arose would be a suitable arrangement but in order to meet the recommendation of the Railway Retrenchment Committee, considered that the Committee might ordinarily be employed for not more than six months during the year, within which time it would probably now be possible for the Committee to deal with the cases referred to them, there having been recently a decrease in the number of applications for reference to the Committee. It was accordingly decided:—

- (a) to abolish the post of Secretary.
- (b) to retain the services of the President on emoluments which would not exceed Rs. 24,000 for the financial year so long as the number of applications referred to the Committee does not necessitate its remaining in session for a longer period than six months in any one year, the details of the President's emoluments being as follows:—
 - (i) a retaining fee of Rs. 1,000 per mensem throughout the year,
 - (ii) a salary of Rs. 3,000 per mensem (instead of Rs. 4,000 per mensem) in addition to the retaining fee, for periods during which the President is employed on cases,—both the retaining fee and the salary to be subject to the 10 per cent. cut.
- (c) the Railway Member who has hitherto been a whole-time member with a fixed salary of Rs. 3,000 a month, to be selected from Railway Administrations for each case, drawing his substantive pay *plus* a special pay of Rs. 300 a month during the period in which the Committee sits.
- (d) the office staff to be reduced from ten to three, for the period during which the Committee is not functioning. For the period during which the Committee is functioning additional staff, not exceeding five, may be appointed temporarily as and when actually required.

By adopting the measures outlined above, and provided that there is no considerable increase in the number of cases to be referred to the Committee, it should be possible to reduce the expenditure of the Committee to Rs. 50,000 annually as compared with the average annual expenditure of about Rs. 1,50,000 since the establishment of the Committee.

Steps were taken to give effect to the above arrangement from the 1st April 1932.

11. Extension of Contracts of the Bengal and North-Western and Rohilkund and Kumaon Railways.—Under the terms of the contracts with the Bengal and North-Western and Rohilkund and Kumaon Railway

Companies, the Secretary of State had the option to determine the contracts and acquire the Company-owned sections of the two railways on the 31st December 1932 by giving 12 months' notice of purchase. In the event of the option not being exercised, the contracts continue till their expiry by efflux of time in 1981. The question whether this option should be exercised (in which case the necessary notice had to be given by 31st December 1931) or what other action, if any, should be taken, was referred to a committee of the Legislative Assembly which was appointed for the purpose in terms of a motion adopted by the Assembly on 1st April 1931. The report of this Committee was laid on the table of the Legislative Assembly on the 9th September 1931, and on the 3rd of the next month the Assembly adopted the following Resolution:—

“ This Assembly recommends to the Governor General in Council that, in accordance with the recommendations of the Committee appointed by the Assembly on the 1st April 1931 to consider what action should be taken when the opportunity to purchase the Bengal and North-Western and Rohilkund and Kumaon Railway systems occurs on the 31st of December, 1932:—

- (1) the Government should enter into negotiations with the two Companies to obtain from them an option to purchase the lines on the most favourable terms on the 31st December 1937, subject to one year's notice, or if possible, on the 31st December of any earlier year, again subject to one year's notice;
- (2) the question whether the working of the Tirhut Railway should be entrusted to the Bengal and North-Western Railway Company during the 5 years (or shorter period), for which it is suggested that the option to purchase the Bengal and North-Western Railway should be obtained, should be determined by the terms on which it is possible to obtain this option and to arrange with the Company for working the Tirhut Railway during this period;
- (3) the question whether the working of the Lucknow-Bareilly State Railway should be entrusted to the Rohilkund and Kumaon Railway Company during the 5 years (or shorter period) for which it is suggested that the option to purchase the Rohilkund and Kumaon Railway should be obtained, should be determined by the terms on which it is possible to obtain this option and to arrange with the Company for working the Lucknow-Bareilly State Railway during this period;
- (4) in the event of its proving impossible to reach agreement with the Bengal and North-Western and Rohilkund and Kumaon Railway Companies on the terms recommended in (1), the Government should explore other lines for reaching agreement which would ensure to the Government the opportunity to purchase on reasonable terms; and the Government should again consult a committee of the Assembly for the purpose of reconsidering the position.”

Negotiations were accordingly initiated by the Secretary of State with the Boards of Directors of the two Companies, and, as a result, it has now been arranged that the Secretary of State will have the option to terminate the contracts with the two companies either in 1937 or in 1942, on giving 12 months' previous notice, and that in the meantime the Companies will continue to work the State-owned sections (*viz.*, the Tirhut and the Lucknow-Bareilly), the terms of working these latter sections being as from 1st January 1933 revised so as to provide that the amount of surplus profits payable to the Companies should be reduced by one-half in the case of the Tirhut section and by 10 per cent. in the case of the Lucknow-Bareilly section.

CHAPTER II.

FINANCE.

12. The principal results of working of railways are summarised in the table below :—

Particulars.	Class I Railways.	Other Railways.	Total of all Railways.
(i) Total route mileage { 1930-31 open for traffic. { 1931-32	33,020 38,460	4,261 4,353	42,281 42,813
(ii) Number of passengers { 1930-31 originating. { 1931-32	542,062,100 475,513,000	33,764,400 30,323,400	575,826,500 505,836,400
(iii) Number of passenger { 1930-31 miles. { 1931-32	19,708,551,000 17,339,974,000	779,675,000 716,844,000	20,488,226,000 18,056,818,000
(iv) Tons originating { 1930-31 { 1931-32	79,658,000 71,064,000	3,719,000 3,511,000	83,377,000 74,575,000
(v) Number of ton miles. { 1930-31 { 1931-32	20,145,778,000 18,106,542,000	260,699,000 240,223,000	20,406,477,000 18,346,765,000

13. **Trade Review.**—The world depression in trade was more severely felt in India during the year 1931-32 than in the previous year, with the result that there was a decline of Rs. 65 crores in exports and Rs. 39 crores in imports as compared with 1930-31, the total value of exports of merchandise from British India in 1931-32 being Rs. 161 crores and that of imports Rs. 126 crores, this was one of the chief factors for the decline in railway earnings for the year as compared with 1930-31, a year none too prosperous.

Exports.—The principal feature on the export side was a further heavy fall in the shipments of raw jute and jute manufactures. The total weight of raw and manufactured jute exported fell from 1,386,000 to 1,250,000 tons and the value from Rs. 44·78 to 33·11 crores. Exports of raw jute declined from 3,471,000 to 3,285,000 bales in quantity and from Rs. 12·88 to 11·19 crores in value. Shipments of gunny bags receded from 434 to 389 millions in number and from Rs. 14·62 to 10·94 crores in value. The yardage of gunny cloth also recorded a fall from 1,271 to 1,021 millions and the value from Rs. 16·87 to 10·45 crores. Under cotton raw and manufactured there was a decline of Rs. 23·34 crores. Shipments of raw cotton fell from 3,926,000 bales in 1930-31 to 2,369,000 bales in 1931-32 and the value from Rs. 46·33 to 23·45 crores. Despatches of cotton twist and yarn contracted from 23·5 to 22 million lbs. in quantity and from Rs. 1·58 to 1·28 crores in value. Exports of wheat amounted to only 20,200 tons as against 196,500 tons in the preceding year. Exports of tea fell in quantity by 14·7 million lbs. to 341·5 million lbs. and in value by Rs. 4·12 crores to 19·44 crores. Shipments of oilseeds declined from 1,037,000 tons valued at Rs. 17·86 crores to 988,000 tons valued at Rs. 14·59 crores. Exports of linseed declined from 257,000 to 120,000 tons and those of cotton seed from 41,300 to 11,700 tons. Consignments of hides and skins declined from 63,000 tons valued at Rs. 11·74 crores to 49,000 tons valued at Rs. 8·92 crores. Despatches of metals and ores declined from 1,183,000 to 829,000 tons in quantity and from Rs. 7·94 to 5·47 crores in value. Exports of lac fell from 547,000 cwts. worth Rs. 3·14 crores to 464,000 cwts. valued at Rs. 1·84 crores. Shipments of coffee fell off from 293,000 cwts. to 156,000 cwts.

Cotton piecegoods showed an increase of about 7 million yards in quantity but the value declined by Rs. 8 lakhs. Under food grains, although the total shipments remained unchanged in quantity at 2,614,000 tons the declared value fell from Rs. 29.88 to 20.37 crores. Shipments of rice advanced slightly from 2,279,000 tons in 1930-31 to 2,372,000 tons in 1931-32. Shipments of groundnuts increased from 601,000 tons valued at Rs. 9.67 crores to 672,000 tons valued at Rs. 10.14 crores.

Imports.—On the import side the most prominent feature of the year's trade was a decline of Rs. 6.11 crores under cotton manufactures. Cotton piecegoods alone were responsible for a fall of Rs. 5.38 crores in value and of 114 million yards in quantity, the actual receipts amounting to 776 million yards worth Rs. 14.67 crores. Imports of sugar fell in quantity from 1,003,000 to 556,000 tons and in value from Rs. 10.96 to 6.17 crores. Imports of iron and steel declined from 614,200 tons valued at Rs. 10.89 crores to 371,000 tons valued at Rs. 6.32 crores. Under machinery and mill-work there was a net decline of Rs. 3.43 crores. Imports of hardware (excluding cutlery and electroplated ware) declined further from Rs. 3.60 to 2.60 crores. Arrivals of mineral oils also fell from 242 million gallons valued at Rs. 10.48 crores to 217 million gallons valued at Rs. 9.04 crores. The imports of kerosene oil declined from 98.9 million gallons to 85.7 million gallons and of fuel oils from 106.3 million gallons to 100.8 million gallons. Imports of provisions were valued at Rs. 3.41 crores, a decline of Rs. 1.47 crores. Imports of paper and pasteboard recorded a decline of 103,000 cwts. in quantity and of Rs. 37 lakhs in value. Imports of wheat came down from 232,000 tons worth Rs. 2.14 crores in 1930-31 to 111,000 tons worth Rs. 73 lakhs in 1931-32. Imports of twist and yarn increased in quantity from 29 million lbs. to 32 million lbs. but the value receded from Rs. 3.08 to 2.99 crores. Imports of raw cotton improved from 58,000 tons valued at Rs. 6.39 crores to 79,000 tons valued at Rs. 7.03 crores.

Balance of trade.—The visible balance of trade in merchandise and treasure for the year 1931-32 was Rs. 91 crores in favour of India as compared with Rs. 38 crores for 1930-31.

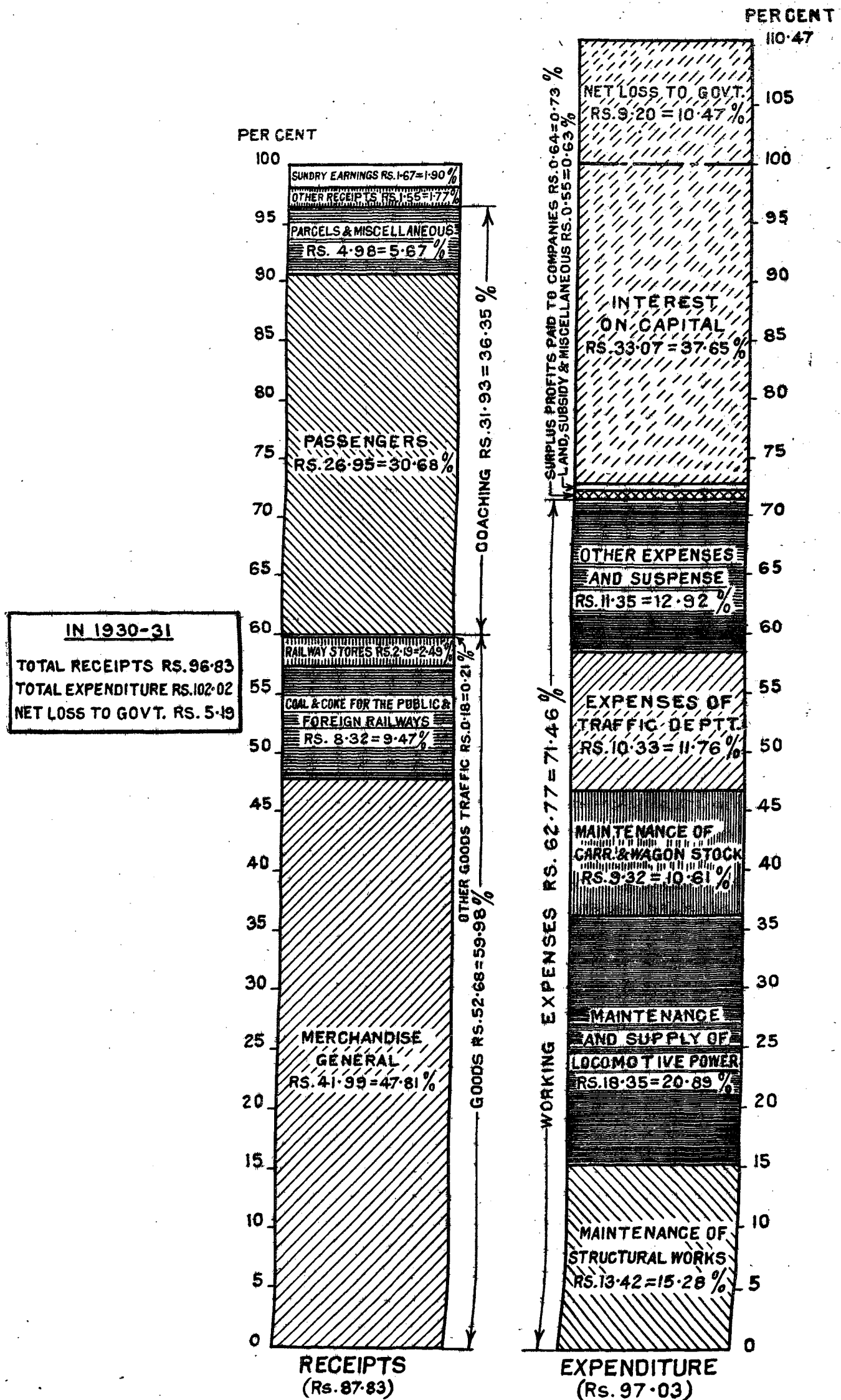
14. Financial results of working.—In the year 1931-32, as in the preceding year, net receipts of Railways were insufficient to meet their interest charges. The deficit was 9.20 crores, or about 4 crores more than in the previous year. The balance of 4.95 crores in the Reserve Fund was totally wiped out and a sum of 4½ crores had to be borrowed from the Depreciation Fund in order to meet this deficit.

The statement below compares the results of working of the two years 1930-31 and 1931-32—

	(Figures in lakhs.)	
	1930-31.	1931-32.
	Rs.	Rs.
Gross traffic receipts	95,10	86,63
Surplus profits from subsidised companies	20	15
Interest on Depreciation and Reserve Funds	1,32	93
Other miscellaneous receipts	21	12
Total	96,83	87,83
Ordinary working expenses, excluding depreciation	56,05	49,22
Adjustments with Depreciation Fund owing to correction of past erroneous adjustments	- 1,66	+ 9
	54,39	49,31

RECEIPTS AND EXPENDITURE OF STATE OWNED RAILWAYS IN INDIA 1931-32.

FIGURES IN CRORES.



(Figures in lakhs.)		
	1930-31.	1931-32.
	Rs.	Rs.
Depreciation	13,06	13,46
Surplus profits paid to Companies	1,16	64
Land and subsidy to Companies	6	9
Interest	32,72	33,07
Miscellaneous railway expenditure	63	46
Total	1,02,02	97,03
Net deficit	5,19	9,20

Gross receipts were lower by $8\frac{1}{2}$ crores owing to the unexampled world wide economic depression aggravated in India by the special difficulties of the political situation.

Operating expenses showed the very large decrease of over $6\frac{3}{4}$ crores, of which about 60 lakhs may be taken to be due to the cut in pay. The amount to be provided for depreciation increased by 40 lakhs as a natural result of the growth in our assets. During 1930-31, however, revenue had a windfall in the shape of a credit to the Depreciation Fund owing to the correction of erroneous adjustments extending for a long period and though the decrease in gross receipts was less than 2 crores more than the actual reduction in working expenses the net receipts during 1931-32 amounted to nearly 4 crores less. This amounted to 24 crores as compared with $27\frac{1}{2}$ crores in the previous year.

Other railway receipts were about half a crore lower than in the previous year. Interest on Depreciation and Reserve Funds, which is the most important item, was naturally lower owing to the exhaustion of the Reserve Fund. This decrease was, however, made up by a corresponding decrease under other railway expenditure exclusive of interest owing to the large decrease in the surplus profits payable to Companies as a result of the decrease in their net earnings.

15. *Earnings.*—The table below compares the earnings of the more important individual railways in the two years 1930-31 and 1931-32:—

(Figures in lakhs.)			
	1930-31.	1931-32.	Decrease.
	Rs.	Rs.	Rs.
North Western	16,45	14,65	— 1,80
Eastern Bengal	5,86	5,05	— 81
East Indian	18,24	17,36	— 88
Great Indian Peninsula	13,33	11,92	— 1,41
Burma	4,28	3,74	— 54
Bengal Nagpur	8,17	7,24	— 93
Bombay, Baroda and Central India	10,90	10,30	— 60
Madras and Southern Mahratta	7,98	7,15	— 83
South Indian	5,80	5,30	— 50
Other railways	4,08	3,92	— 16
Total	95,09	86,63	— 8,46

Of the total fall of 8.46 crores in earnings it may be said that very roughly $2\frac{1}{2}$ crores (about 8 per cent.) was in passenger earnings and $5\frac{1}{2}$ crores (about 9 per cent.) in goods earnings and about 44 lakhs is due to the change in procedure of accounting the earnings of the Mysore State Railway as those of worked lines in the accounts for 1931-32. The fall in passenger earnings

was due to the decreased spending power of the people combined with the general unrest in the country. Increasing road motor competition had, of course, a share in reducing the earnings. The Agent, Burma Railways, has estimated that this is responsible for a loss of over 10 lakhs in his earnings. As regards goods earnings, the economic depression with the abnormally low level of prices is a general reason. The failure of the cotton crop reduced the earnings of the Great Indian Peninsula Railway over a crore and had a similar, though much smaller effect, on the Bombay, Baroda and Central India and the Madras and Southern Mahratta Railways. The slump in jute reduced the earnings of the Eastern Bengal Railway by 32 lakhs and of the Assam Bengal Railway by a small amount. The considerable fall in manganese traffic hit the Bengal Nagpur Railway hard. In manganese and iron ore traffic they lost 17 lakhs. Another great disappointment to many railways was the oil seeds traffic, the chief sufferers being the Madras and Southern Mahratta Railway (16 lakhs), the Bombay, Baroda and Central India Railway (7 lakhs) and the South Indian Railway (6 lakhs). The decrease in the export of cotton and wheat and in the import of piecegoods, sugar and metals and road motor competition considerably affected the earnings on the North Western Railway. The decline in earnings on the East Indian Railway occurred in all kinds of passenger traffic except that of ordinary return tickets owing to poor economic conditions that prevailed during the year. The decline on this railway, as on other railways, also occurred in goods traffic, partly owing to wheat from the Punjab having moved by rail and sea *via* Karachi instead of by the all rail route and partly owing to reduction in traffic of sugar, oil seeds and other commodities.

16. Ordinary working expenses, excluding contribution to the depreciation fund.—After taking into consideration the change in procedure of accounting the working expenses of the Mysore State Railway as those of worked lines in the accounts for 1931-32 were 6.83 crores less than in 1930-31, if the arrear adjustments of 166 lakhs in the previous year already referred to and an adjustment of 9 lakhs made in 1931-32 are neglected. The following table shows the variations on the individual railways:—

(Figures in lakhs).			
	1930-31.	1931-32.	Decrease.
	Rs.	Rs.	Rs.
North Western	10,79	9,12	- 1,67
Eastern Bengal	3,74	3,29	- 45
East Indian	9,95	9,02	- 93
Great Indian Peninsula	8,57	7,12	- 1,45
Burma	2,61	2,34	- 27
Bengal Nagpur	5,35	4,84	- 51
Bombay, Baroda and Central India	6,14	5,47	- 67
Madras and Southern Mahratta	3,88	3,33	- 55
South Indian	2,87	2,63	- 24
Other railways	2,15	2,06	- 9
Total	56,05	49,22	- 6,83

The largest saving was on the North Western Railway where there was a reduction of Rs. 167 lakhs or 15½ per cent. of its expenditure in 1930-31 and the next was on the Great Indian Peninsula Railway which reduced its expenditure by about 17 per cent. as compared with previous year. All railways have done their best to effect reduction in ordinary working expenses.

17. In the following table the working expenses of 1930-31 and 1931-32 are compared by the major heads into which railway expenditure is divided.

(Figures in thousands).			
	1930-31.	1931-32.	Difference.
	Rs.	Rs.	Rs.
1. General Administration	14,88,96	14,43,29	- 45,67
2. Repairs and Maintenance and Operation	42,12,99	37,45,46	- 4,67,53
3. Appropriation to Depreciation Fund	13,06,53	13,46,34	+ 39,81
Total	70,08,48	65,35,09	- 4,73,39
<i>Deduct</i> —Worked lines and suspense	2,63,01	2,57,71	- 5,30
Total Working Expenses	67,45,47	62,77,38	- 4,68,09

18. *Administration.*—The expenditure under this head fell from 14·89 crores to 14·43 crores. A part of this decrease was of course due to the emergency cut in pay, but this must be taken as having been counterbalanced by the abnormally heavy expenditure on gratuities that the Railways had to incur as a result of the large number of staff discharged as a measure of retrenchment. That there has been a decrease of nearly half a crore in spite of the normal and inevitable increase in expenditure under this head as a result of annual increments and expenditure on staff required for new lines is remarkable.

19. *Repairs and maintenance and operation.*—The expenditure in 1931-32 was 37·45 crores or 468 lakhs below the real expenditure of 1930-31. Part of this saving must be taken as expenditure postponed for the time being, but there is no doubt that a considerable portion can be taken as a permanent saving. It is one of the advantages of a period of acute depression like the present that it impels every authority responsible for expenditure to examine each item of expenditure very carefully in order to see whether he could do without it or carry out the work at cheaper cost. Every railway, for instance, carefully considered the scale of consumable stores, tools and plant, with a view to reduction. Cheaper substitutes were experimented with. Scrap material was reclaimed and reconditioned and brought into use. The strength of the permanent way gangs and level crossing gatemen was carefully examined and reduced wherever possible. Repairs to staff quarters, buildings and bridges were drastically curtailed. Only essential minor works were undertaken. Rolling stock was laid up when not required. The period between overhauls was increased. Overtime was reduced in workshops and sheds. Short time was introduced in many workshops. Some railways closed certain workshops altogether. Measures were taken to economise in the use of coal. Staff to be charged to the head "Operation" was reduced to correspond, as far as possible, to the fall in traffic. Large numbers were discharged or given inducements to retire voluntarily. Some were placed on compulsory leave for a time or reduced to a lower grade. Other economy measures adopted included the closing down of a number of stations or converting them into flag stations. Finally all railways effected, wherever possible, reduction in train mileage, both goods and passengers as well as shunting.

The increase of nearly 40 lakhs under depreciation fund follows the addition to the value of the assets which was made during the previous year, while the share of expenses recovered from worked lines showed a decrease of about 5 lakhs, but if the change in procedure of accounting the transactions of the Mysore Railway is taken into account, the real decrease is of about 29 lakhs and is due to the fall in gross traffic receipts of the branch lines.

20. The contribution to General Revenues amounted to Rs. 536 lakhs or 38 lakhs less than in 1930-31. The payment of the contribution has been held in abeyance until the return of prosperous years. The statement below shows how this is arrived at:—

(Based on actuals of penultimate year 1929-30.)

(Figures in thousands of rupees.)

	Rs.	Rs.
1. 1 per cent. on capital of 7,23,54,28 at charge—commercial lines—to end of 1929-30	...	7,23,54
2. (i) Receipts (1929-30)—		
Gross traffic receipts—commercial lines	1,01,11,47	
Subsidized companies—share of surplus profits	58,71	
Interest on depreciation and reserve fund balances and dividends on investments in branch lines and miscellaneous receipts	1,46,04	
Total Receipts		1,03,16,22
(ii) Charges (1929-30)—		
Working expenses—commercial lines	66,09,10	
Indian States and railway companies' share of surplus profits	1,51,98	
Land and subsidy	4,39	
Interest—		
On capital at charge—commercial lines	27,69,03	
On capital contributed by Indian States and companies	1,36,94	
Miscellaneous railway expenditure	53,62	
Contribution at 1 per cent. on capital at charge—commercial lines	7,23,54	
Total Charges		1,04,48,60
(iii) Deficit		1,32,38
(iv) Contribution of 1/5th of surplus		...
3. Total contribution from railway revenues 1 plus 2 (iv)		7,23,54
Deduct—Loss on strategic lines—		
(i) Interest on capital of 33,10,29	1,40,09	
(ii) Loss in working	47,43	
		1,87,52
4. Net payment due from railway to general revenues in 1931-32		5,36,02

21. The return during 1931-32 on the total capital at charge of both commercial and strategic lines is 3.16 per cent. or about half a per cent. less than in 1930-31. This compares with the returns during the last five years as follows:—

1926-27	5.05
1927-28	5.41
1928-29	5.22
1929-30	4.65
1930-31	3.70
1931-32	3.16

22. The amount appropriated to the depreciation fund by debit to the working expenses of State-owned railways and the amount drawn from the fund to meet the expenditure incurred on replacement and renewals actually

carried out on those railways during 1930-31 and 1931-32 are given in the statement below :—

(Figures in thousands of rupees.)

Railways.	Credits to Depreciation Fund by debit to Revenue on account of depreciation in 1930-31.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1930-31.	Credits to Depreciation Fund by debit to Revenue on account of depreciation in 1931-32.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1931-32.
<i>State Lines managed by State.</i>				
North Western	2,68,35	1,80,21	2,76,44	1,59,48
Eastern Bengal	91,70	76,50	95,95	82,78
East Indian	2,29,25	2,18,13	2,35,19	1,37,42
Great Indian Peninsula	1,89,21	1,17,56	1,94,38	99,57
Burma	51,72	39,38	52,64	24,64
Aden	...	...	...	—1,11
<i>State Lines managed by Companies.</i>				
Bengal Nagpur	1,31,75	1,01,27	1,34,03	1,28,33
Bombay, Baroda and Central India	1,33,50	97,34	1,37,95	70,27
Madras and Southern Mahratta	87,55	61,43	89,67	63,64
South Indian	69,62	55,82	75,27	42,75
Other railways	53,88	26,25	54,32	27,72
<i>Adjustments :—</i>				
1. Net result of adjustment of credits on account of released materials and expenditure on non-wasting assets of company-worked railways under Repairs and Maintenance.	...	2,24,90	...	—9,01
2. Write-back of Renewal and Replacement expenditure of the company's sections of the Bengal and North-Western and Rohilkund and Kumaon Railways for the years 1924-25 to 1929-30.	...	—59,20	...	...
TOTAL	13,06,53	11,39,59	13,46,34	8,26,48

23. An analysis of the financial results of the working of the railways owned by the State is given in the following statement, for the last three years, by each railway :—

(Figures in thousands of rupees.)

Railways.	Year.	(d) Capital at charge.	Deduct amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS.			Gain.	Loss.
									Payment on account of share of and Surplus Profits.	Interest on sinking fund charges.			
1	2	3	4	5	6	7	8	9	10	11	12	13	13
<i>State Lines managed by State.</i>													
North Western	1929-30	1,46,46,71	...	1,46,46,71	15,97,70	12,71,84	3,25,86	2.2	...	5,79,44	...	2,53,58	
	1930-31	1,47,84,94	...	1,47,84,94	16,45,45	13,47,21	2,98,24	2.0	...	6,92,13	...	3,38,89	
	1931-32	1,48,36,74	...	1,48,36,74	14,65,19	11,88,59	2,76,60	1.9	...	6,33,68	...	3,57,08	
Eastern Bengal	1929-30	49,84,72	...	49,84,72	6,73,97	4,70,70	2,03,27	4.9	...	1,86,84	15,53	...	
	1930-31	50,82,12	...	50,82,12	5,86,00	4,65,73	1,20,27	2.4	...	1,99,86	...	79,69	
	1931-32	51,34,71	...	51,34,71	5,05,07	4,24,66	80,41	1.6	...	2,03,33	...	1,22,92	
East Indian	1929-30	1,43,46,77	59,96	1,42,86,81	19,85,18	12,42,14	7,43,04	5.2	...	5,81,73	1,61,31	...	
	1930-31	1,45,62,28	59,96	1,45,02,32	18,24,30	12,24,40	6,99,90	4.1	...	6,17,61	...	17,71	
	1931-32	1,47,23,75	1,12,14	1,46,11,61	17,35,65	11,37,18	5,98,47	4.1	...	6,22,33	...	23,86	
Great Indian Peninsula	1929-30	1,15,48,13	...	1,15,48,13	14,58,35	10,19,72	4,38,63	3.8	...	4,30,95	7,68	...	
	1930-31	1,17,25,56	...	1,17,25,56	13,33,36	10,45,78	2,87,58	2.5	...	4,59,81	...	1,72,23	
	1931-32	1,17,87,89	...	1,17,87,89	11,92,31	9,06,71	2,85,60	2.4	...	4,63,35	...	1,77,75	
Burma	1929-30	34,76,53	...	34,76,53	4,87,13	3,05,36	1,81,77	5.2	\$18,48	1,58,80	4,49	...	
	1930-31	35,31,28	...	35,31,28	4,27,81	3,12,60	1,15,21	3.3	...	1,58,96	...	43,75	
	1931-32	35,80,36	...	35,80,36	3,73,84	2,86,46	87,38	2.4	...	1,60,96	...	73,58	
<i>State Lines managed by Companies.</i>													
Bengal Nagpur	1929-30	74,16,49	10,53,13	63,63,36	9,31,44	6,92,25	2,39,19	3.2	...	3,22,13	...	82,94	
	1930-31	75,75,53	10,53,13	65,22,40	8,17,61	6,67,25	1,49,76	2.0	...	3,48,78	...	1,99,02	
	1931-32	76,77,25	10,53,13	66,24,12	7,23,67	6,17,45	1,06,22	1.4	...	3,54,63	...	2,48,41	

Bombay, Baroda and Central India	1929-30	71,68,85	2,49,00†	69,14,85	11,51,68	7,53,94	3,97,74	5.6	17,91†	2,69,04	1,10,79	...
	1930-31	72,83,64	2,49,00†	70,34,64	10,89,60	7,47,92	3,42,38	4.7	15,00†	2,84,30	43,08	...
	1931-32	73,26,81	2,50,86†	70,75,95	10,29,70	6,85,50	3,44,20†	4.7	11,34†	2,87,79	45,07	...
Madras and Southern Mahratta	1929-30	56,47,17	10,07,08	46,40,69	8,97,54	4,84,92	4,12,62	7.3	96,94†	2,26,97	88,71	...
	1930-31	53,81,44	10,07,08	43,74,36	7,98,20	4,75,88	3,22,32	6.0	79,57†	2,41,44	1,31	...
	1931-32	52,85,62	8,43,25	44,42,37	7,14,71	4,22,60	2,92,11	5.5	40,06	2,38,33	13,72	...
South Indian	1929-30	38,55,12	4,95,81||	33,59,31	6,32,74	3,50,01	2,82,73	7.3	10,34†	1,59,28	1,13,16	...
	1930-31	43,76,03	4,95,81||	38,80,22	5,79,97	3,55,94	2,23,03	5.1	14,72†	1,77,25	31,06	...
	1931-32	44,62,77	4,95,81||	39,66,96	5,30,60	3,37,83	1,92,77	4.3	7,94	1,83,50	1,33	...
Other railways	1929-30	39,13,61	4,54,60	34,59,01	4,55,46	2,67,46	1,88,06	4.8	8,31	1,30,93	48,82	...
	1930-31	40,14,88	4,54,60	35,60,28	4,07,96	2,68,16	1,39,80	3.5	7,01	1,51,41	...	18,62
	1931-32	41,48,13	5,36,35	36,11,78	3,92,01	2,61,29	1,30,72	3.2	4,85	1,58,74	...	32,87
Suspense	1929-30	...	...	...	...	...	...	...	...	...	...	...
	1930-31	...	...	...	...	...	...	...	...	...	...	...
	1931-32	...	...	...	...	10	—10	...	...	...	...	10
Adjustments:—	1929-30	...	...	...	...	—40,35	40,35	...	...	...	40,35	...
1. Net result of adjustment of credits on account of released materials and expenditure on non-wasting assets of company-managed railways under Repairs and Maintenance,	1930-31	...	...	...	...	—2,24,90	2,24,90	...	...	...	2,24,90	...
	1931-32	...	...	...	...	9,01	—9,01	...	...	...	...	9,01
2. Write-back of Renewal and Replacement Expenditure of the Company's Sections of the Bengal and North Western and Rohilkund and Kumaon Railways for the years 1924-25 to 1929-30	1930-31	...	...	...	...	59,20	—59,20	...	...	...	...	59,20
Interest on Depreciation and Reserve Fund balances	1929-30	...	...	...	1,27,66	...	1,27,66	...	...	...	1,27,66	...
	1930-31	...	...	...	1,32,21	...	1,32,21	...	...	...	1,32,21	...
	1931-32	...	...	...	93,17	...	93,17	...	...	...	93,17	...
Net Miscellaneous Receipts and Charges not attributable to any one Railway.	1929-30	...	...	...	...	...	...	...	...	...	21,66	27,33*
	1930-31	...	...	...	...	...	...	...	...	...	...	27,77*
	1931-32	...	...	...	...	...	...	...	...	...	...	...
Total (Central)	1929-30	7,69,98,10	33,19,58	7,36,78,52	1,02,97,95	68,47,93	35,30,02	4.6	1,51,98	30,46,06	4,03,64	...
	1930-31	7,83,17,75	33,19,58	7,49,98,17	98,41,87	67,46,47	28,96,49	3.7	1,16,30	32,71,55	...	5,18,78
	1931-32	7,89,64,63	32,91,54	7,56,72,49	87,55,92	62,77,38	24,78,54	3.1	64,19	33,06,64	...	9,20,06

For (d), §, ||, †, ‡ and * please see foot notes on page 16.

(Figures in thousands of rupees.)														
Railways.	1	Year.	(d) Capital at charge.	Deduct amount of capital con- tributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Deprecia- tion.	Net Receipts.	Per- centage of Net Receipts on Cap- ital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS.			Gain.	Loss.
										Payment on account of share of Surplus Profits.	Interest Annuity and Sinking fund charges.			
State Lines managed by Companies—conold.														
Provincial Railways		1929-30 1930-31 1931-32	14,61 14,61 14,61	... ... ...	14,61 14,61 14,61	(a)2,88 (a)2,21 (a)1,61	... ... ...	2,88 2,21 1,61	... ... ...	... ... ...	56 57 58	2,32 1,84 1,03	... ... ...	
Grand Total (Central and Provincial)		1929-30 1930-31 1931-32	7,70,12,71 7,83,22,36 7,89,78,64	33,19,58 33,19,58 32,91,54	7,36,98,13 7,50,12,78 7,56,87,10	1,04,00,83 96,44,08 87,57,53	68,17,93 67,45,47 62,77,38	35,32,90 28,93,61 24,80,15	4,6 3,7 3,1	1,51,98 1,16,30 64,19	30,43,62 32,72,12 33,07,22	... ... ...	4,05,96	5,17,14 9,19,03
North Western (Commercial)		1929-30 1930-31 1931-32	1,13,07,99 1,13,67,34 1,13,83,69	... ... ...	1,13,07,99 1,13,67,34 1,13,83,69	14,39,21 14,97,95 13,33,60	10,63,78 11,29,52 10,07,20	3,75,43 3,68,43 3,26,40	3,3 3,2 2,9	... ... ...	4,39,35 4,35,22 4,84,80	... ... ...	... ... ...	63,92 1,16,79 1,58,40
Non-Commercial (Strategic) (North Western and Aden Rail-ways).		1929-30 1930-31 1931-32	33,38,72 34,17,60 34,53,05	... ... ...	33,38,72 34,17,60 34,53,05	(b)1,58,81 1,47,50 1,31,59	(b)2,08,82 (c)2,18,58 (c)1,81,47	(b)-50,01 (c)-71,08 (c)-49,88	-1,5 -2,1 -1,4	... ... ...	1,40,09 1,46,91 (c)1,48,86	... ... ...	... ... ...	1,90,10 2,17,99 1,98,74
† Includes Capital provided by the Palampur Durbar.														
‡ Includes payments to Darbars—														
Jaipur Durbar		1929-30. 7,79	1930-31. 6,99	1931-32. 6,52										
Limbdi		7	12	...										
Palampur		21	17	17										
Mysore		22,85	18,18	(f)										
Travancore		43	1,00	...										
* Includes recoveries from Travancore Durbar.		19	...	97										
(a) Represent figures on account of subsidized Companies, etc.														
(c) Figures of Capital at charge include sterling liabilities involved in the purchase of Railways converted at 1s. 6d. to the rupee.														
(f) Payment to Mysore Durbar are no longer included in the surplus profit of Madras and Southern Mahratta Railway.														

§ Represents payment of surplus profits of the Burma Railways for the year 1928-29 which could not be paid in that year as final settlement was not arrived at between the Govern-ment of India and the Burma Railways.

|| Includes capital expenditure on Tanevelly Quillon (Indian State Section).

(b) Includes Aden Railway :—

Column 6 : 33

" 7 : 76

" 8 : 43

(c) Includes Aden Railway :—

Column 7 : 89

" 8 : 89

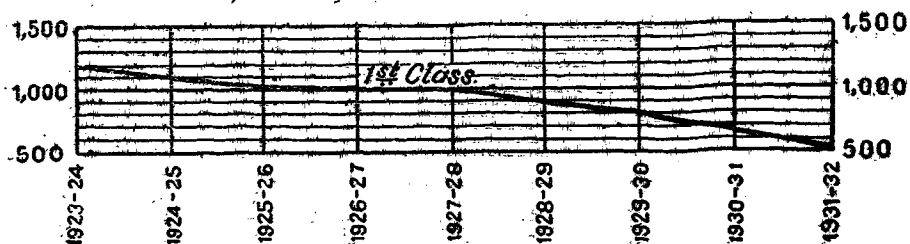
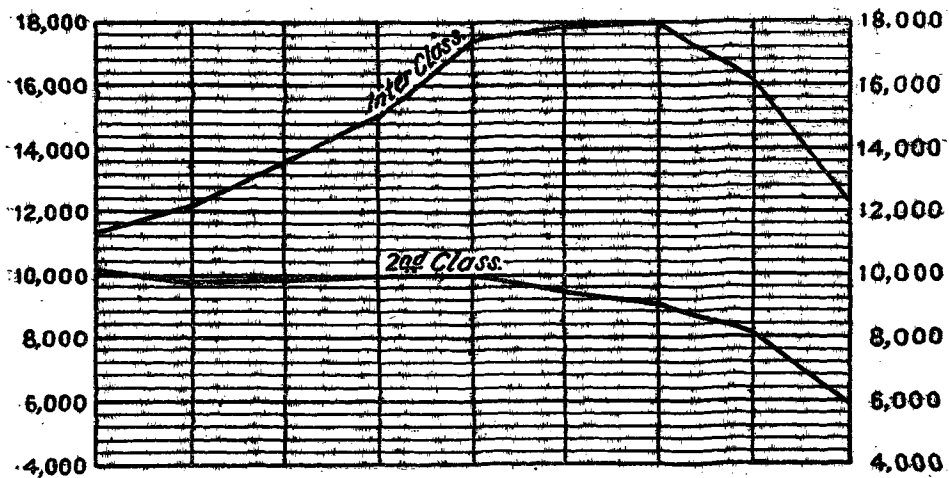
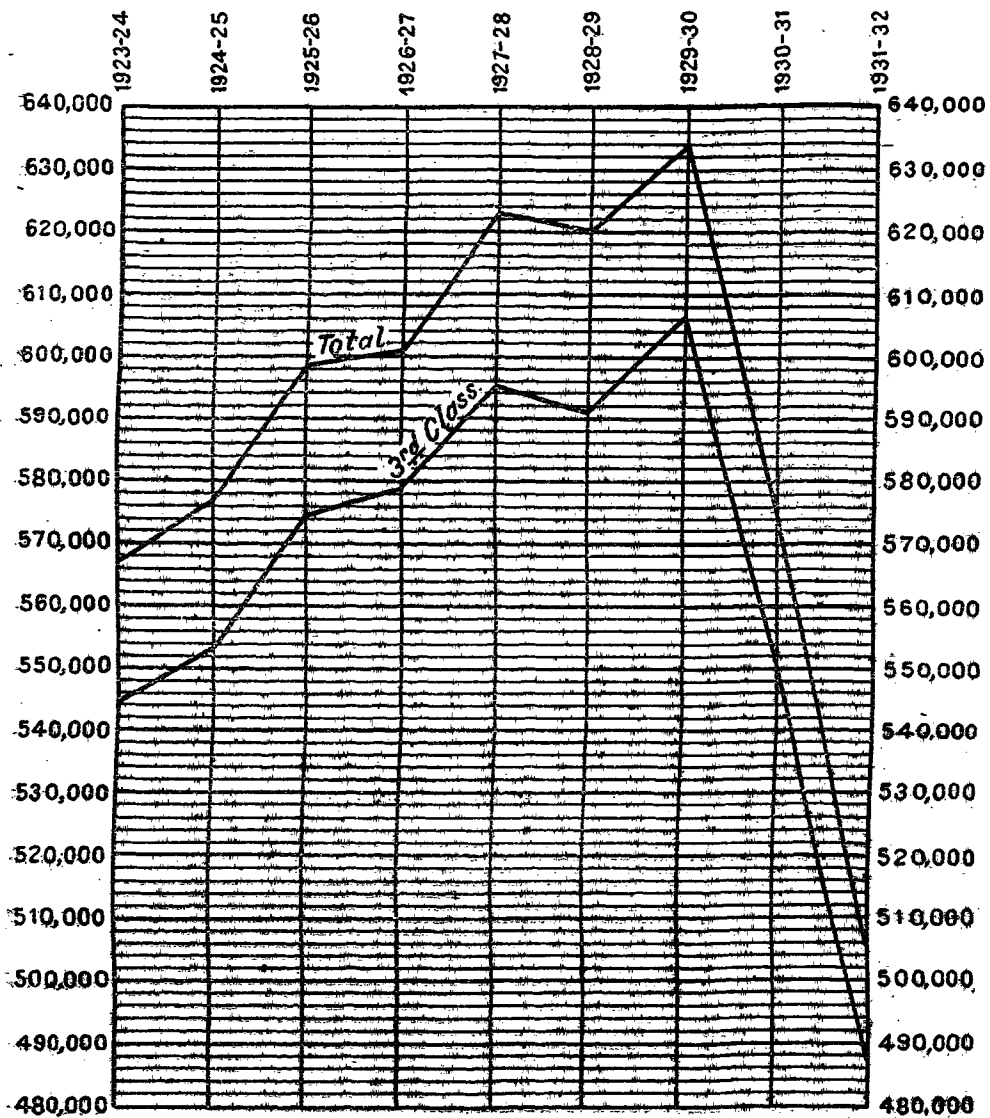
(c) Includes Aden Railway :—

Column 7 : 8

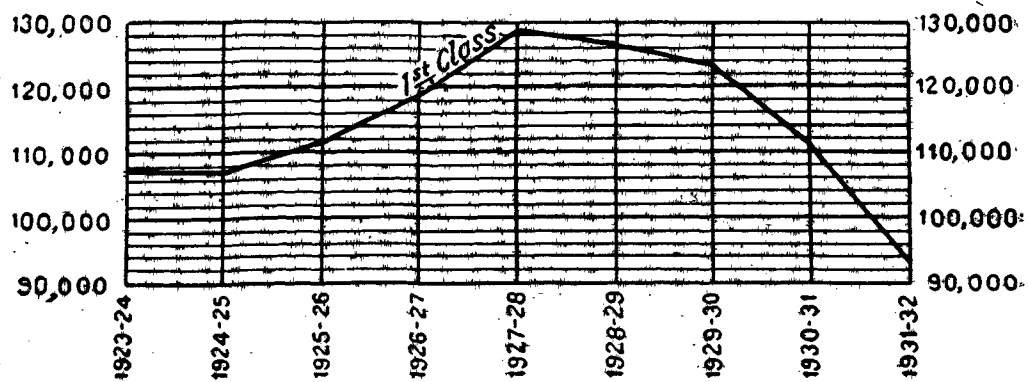
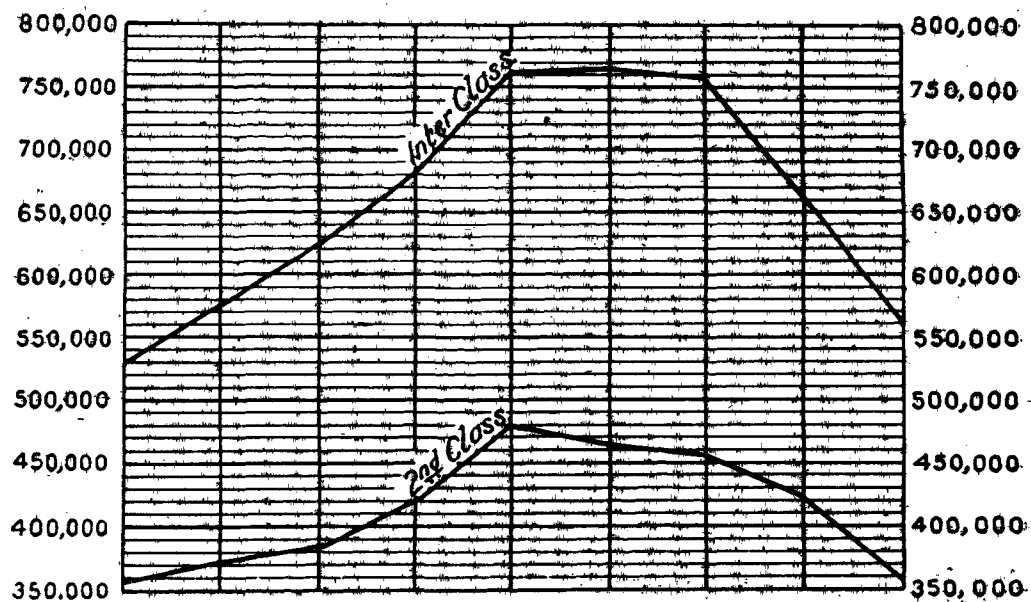
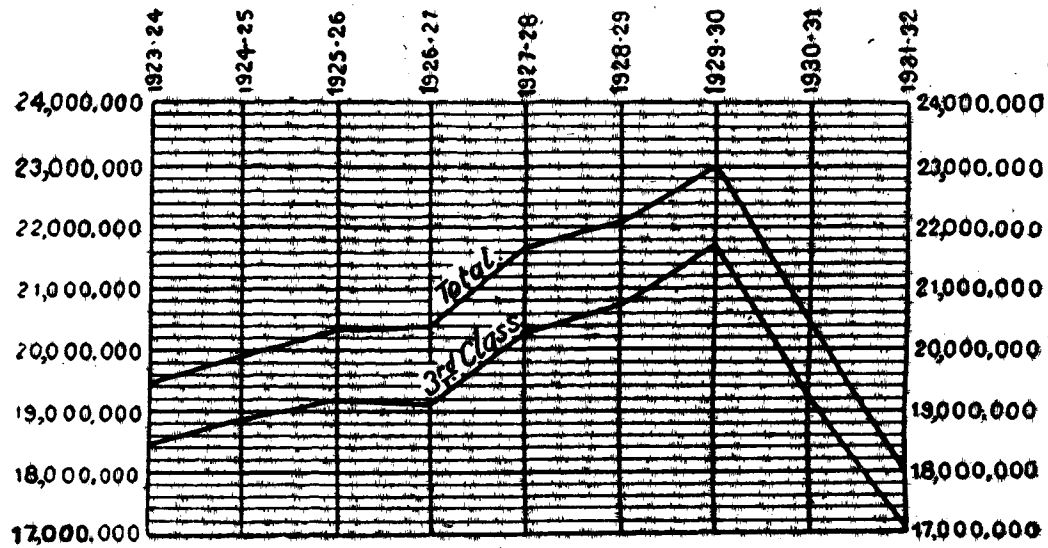
" 8 : 8

" 11 : 2

NUMBER OF PASSENGERS CARRIED ON INDIAN RAILWAYS (IN THOUSANDS.)



PASSENGER MILES INDIAN RAILWAYS (IN THOUSANDS)



24. Analysis of earnings.—The total earnings of all Indian railways, including those with which the Government of India is not directly concerned, amounted to Rs. 97·21 crores, of which Rs. 58·73 crores or 60·4 per cent. were from goods traffic, Rs. 31·35 crores or 32·3 per cent. from passenger traffic and Rs. 7·13 crores or 7·3 per cent. from parcels, luggage and miscellaneous items.

25. Passenger earnings.—Passenger earnings dropped from Rs. 34·29 crores during 1930-31 to 31·35 crores during the year under review, showing a drop of 8·58 per cent. The following table shows the numbers of and earnings from passengers separately for each class for the 4 years previous to the war and for the 6 latest years. Graphs are also inserted showing the numbers of passengers carried and of passenger miles by classes from the beginning of 1923-24 :—

Year.	NUMBER OF PASSENGERS CARRIED (IN THOUSANDS).					EARNINGS FROM PASSENGERS (IN THOUSANDS OF RUPEES).				
	1st Class.	2nd Class.	Inter. Class.	3rd Class.	Season and Vendor's tickets.	1st Class.	2nd Class.	Inter. Class.	3rd Class.	Season and Vendor's tickets.
1910	685	2,784	10,702	315,839	24,341	58,82	77,23	94,99	14,65,16	15,85
1911	703	2,947	11,409	331,055	25,687	66,38	83,83	1,08,88	15,73,15	16,85
1912	700	3,030	10,508	356,789	26,810	62,90	83,81	91,37	17,01,35	17,55
1913-14	715	3,253	12,000	390,412	30,114	68,94	88,70	1,03,48	18,37,03	19,36
1926-27	1,012	10,006	14,945	578,409	*	1,17,78	1,88,31	1,61,79	83,44,63	*
1927-28	980	9,963	17,351	594,821	*	1,13,71	1,95,67	1,69,33	34,39,39	*
1928-29	912	9,585	17,870	591,679	*	1,12,25	1,91,89	1,66,43	33,53,56	*
1929-30	804	9,125	17,900	606,468	*	1,04,45	1,83,56	1,58,96	34,11,36	*
1930-31	670	8,089	16,189	550,879	*	94,06	1,70,20	1,41,34	30,24,15	*
1931-32	508	5,937	12,354	487,037	*	83,34	1,53,71	1,22,98	27,75,41	*

* The number of season and vendor's tickets and their earnings included under the respective classes; the former at the rate of 50 single journeys per month.

NOTE.—In pre-war reports the sum of the numbers of passengers carried on each separate railway was shown as the total number of passengers carried on all railways. Passengers travelling over two or more railways were thus counted as two or more passengers. The actual number of passengers carried on all railways is in fact the same as the number of passengers originating and this figure has been adopted for 'number of passengers carried' in the reports from 1923-24 onwards. As the number of passengers originating is not available prior to 1923-24 the figures of pre-war years have been modified.

26. During 1931-32, the number of passengers carried on Class I Railways was 68 millions less than in 1930-31 and passenger earnings decreased by about 3 crores. The following statement shows how these decreases were distributed over the various railways :—

Name of Railway.	Variations in the No. of passengers carried as compared with 1930-31.	Variations in Earnings as compared with 1930-31. Rs.
Assam Bengal	- 2,167,800	- 14,51,000
Bengal and North-Western	- 4,768,200	- 20,58,000
Bengal Nagpur	- 3,862,300	- 25,51,000
Bombay, Baroda and Central India	- 4,976,400	- 18,17,000
Burma	- 6,014,700	- 20,84,000
Eastern Bengal	- 6,406,200	- 29,66,000
East Indian	- 5,389,500	- 26,93,000
Great Indian Peninsula	- 5,049,500	- 10,77,000
Jodhpur	- 619,200	- 4,25,000
Madras and Southern Mahratta	- 4,233,000	- 14,13,000
His Exalted Highness the Nizam's State	- 1,549,200	- 4,07,000
North Western	- 15,309,400	- 65,41,000
Rohilkund and Kumaon	- 577,100	- 2,54,000
South Indian	- 7,303,800	- 23,18,000
Total	- 68,226,300	- 2,80,55,000

27. Goods earnings.—There was a decrease in earnings from goods traffic on all railways amounting to Rs. 5·69 crores, chiefly under cotton, raw

and cotton manufactured, fuel (coal) for the public and foreign railways, wheat, sugar, oilseeds, jute raw, and metallic ores, and railway materials and stores on revenue account.

The statement given below shows the tonnage of, and earnings from, the principal commodities on Class I Railways during the last two years. The commodities which showed an appreciable increase are gur, jagree and molasses, gram and pulse and other grains.

Commodity.	1930-31.		1931-32.		Decrease — Increase + in Earnings (lakhs).
	No. of tons originat- ing (in millions).	Rs. (in crores).	No. of tons originat- ing (in millions).	Rs. (in crores).	
<i>Decreases.</i>					
Cotton raw and manufactured.	1.63	6.31	1.30	4.76	—155
Fuel for public and Foreign Railways.	20.03	9.56	18.42	8.83	—73
Materials and stores on Revenue account.	14.29	2.88	11.42	2.31	—57
Wheat	1.96	2.69	1.73	2.16	—53
Sugar	0.77	2.03	0.67	1.51	—52
Oil-seeds	2.76	4.01	2.37	3.52	—49
Jute, Raw	0.99	1.36	0.70	0.99	—37
Metallic ores	2.56	0.93	2.09	0.58	—35
Iron and steel wrought	1.12	2.07	1.10	1.81	—26
Marble and stone	3.29	0.89	2.29	0.70	—19
Railway materials	6.35	0.77	5.80	0.72	—5
Wood, unwrought	1.20	0.75	1.11	0.70	—5
Military traffic	0.31	0.32	0.27	0.27	—5
Provisions	1.15	2.86	1.13	2.83	—3
Tobacco	0.29	0.71	0.27	0.68	—3
Manures	0.14	0.10	0.11	0.09	—1
Live stock	0.18	0.53	0.16	0.52	—1
Other commodities	8.39	9.75	7.50	9.24	—51
<i>Increases.</i>					
Gur, Jagree, Molasses	0.75	0.98	0.86	1.27	+29
Gram and pulses and other grains.	2.65	3.42	2.66	3.58	+16
Kerosene	0.85	1.50	0.92	1.62	+12
Salt	1.42	1.85	1.43	1.93	+8
Fruits and vegetables	1.27	1.03	1.47	1.11	+8
Rice	4.17	3.67	4.21	3.71	+4
Petrol	0.28	0.93	0.27	0.93	...
Fodder	0.81	0.50	0.81	0.50	...
TOTAL	79.66	62.40	71.07	56.87	—553

28. Alterations in rates and fares.—In order to counteract as far as possible the fall in their traffic earnings, consequent on the general trade depression, the principal railways enhanced their rates and fares.

Coaching traffic.—In the case of traffic carried by passenger train enhancements were made:—

(i) in the fares for all classes on several railways, and for third class on some others,

(ii) in the rates for luggage and parcels: the enhanced rates being about 15 per cent. more than the rates previously in force.

Certain railways also withdrew some of the concessions they were allowing, *e.g.*, week-end, holiday and other return tickets.

Goods traffic.—In the case of traffic carried by goods train freight rates for coal were enhanced on several of the principal railways by the imposition of a surcharge of 15 per cent. In addition, Railways, after an examination of their tariffs, increased their rates for various other commodities which were considered able to bear enhanced rates, according to the local conditions obtaining on each of their respective systems.

29. Stores balances.—The table below compares the figures of stores balances since 1921-22:—

(In thousands.)

Railways.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal .	24,81	31,48	18,38	12,30	9,49	12,59	13,01	14,91	18,04	22,05	20,70
Bengal Nagpur .	1,40,26	1,61,88	1,48,09	1,49,44	1,27,64	1,17,17	1,07,87	1,32,69	1,36,28	1,21,17	1,06,76
Bombay, Baroda and Central India.	2,76,83	2,72,43	2,33,25	1,77,39	1,62,48	1,46,28	1,67,17	1,62,35	1,60,82	1,64,54	1,46,34
Burma . . .	66,62	84,85	98,71	84,62	75,00	44,82	59,41	61,25	55,25	52,55	50,83
East Indian (including Oudh and Rohilkhand).	3,92,50	4,39,19	4,10,66	3,14,19	2,81,46	2,48,17	2,98,92	3,14,89	3,03,84	2,48,39	2,27,47
Eastern Bengal .	2,51,63	1,76,20	1,57,85	1,21,99	1,12,27	84,07	84,39	79,53	77,21	76,33	68,70
Great Indian Peninsula.	4,66,49	3,88,35	3,97,77	2,89,49	2,38,67	2,23,13	2,53,49	2,41,88	2,62,01	2,51,73	2,18,32
Madras and Southern Mahratta.	1,50,52	1,66,09	1,50,91	1,02,86	84,31	76,75	93,91	83,29	82,60	79,29	76,03
North Western .	3,94,12	3,92,69	3,79,78	2,73,36	2,44,34	2,86,41	3,91,59	3,69,62	3,47,89	2,59,81	2,27,15
South Indian .	1,14,45	1,38,66	99,02	77,04	1,13,30	1,06,60	1,23,76	1,14,51	1,05,72	93,76	79,72
Other Railways .	31,08	41,01	42,63	42,59	36,87	39,33	46,55	43,75	52,69	57,14	52,42
Strategic lines .	57,76	57,68	72,10	63,38	82,62	83,53	92,34	90,17	92,45	93,76	90,89
TOTAL .	23,67,07	23,50,51	22,09,15	17,08,65	15,68,45	14,68,85	17,32,41	17,08,84	16,94,80	15,20,52	13,65,33

The special efforts of Railway Administrations to restrict purchases of new materials and to utilise as far as possible material already in stock resulted in a net reduction of nearly $1\frac{1}{2}$ crores at the close of the year.

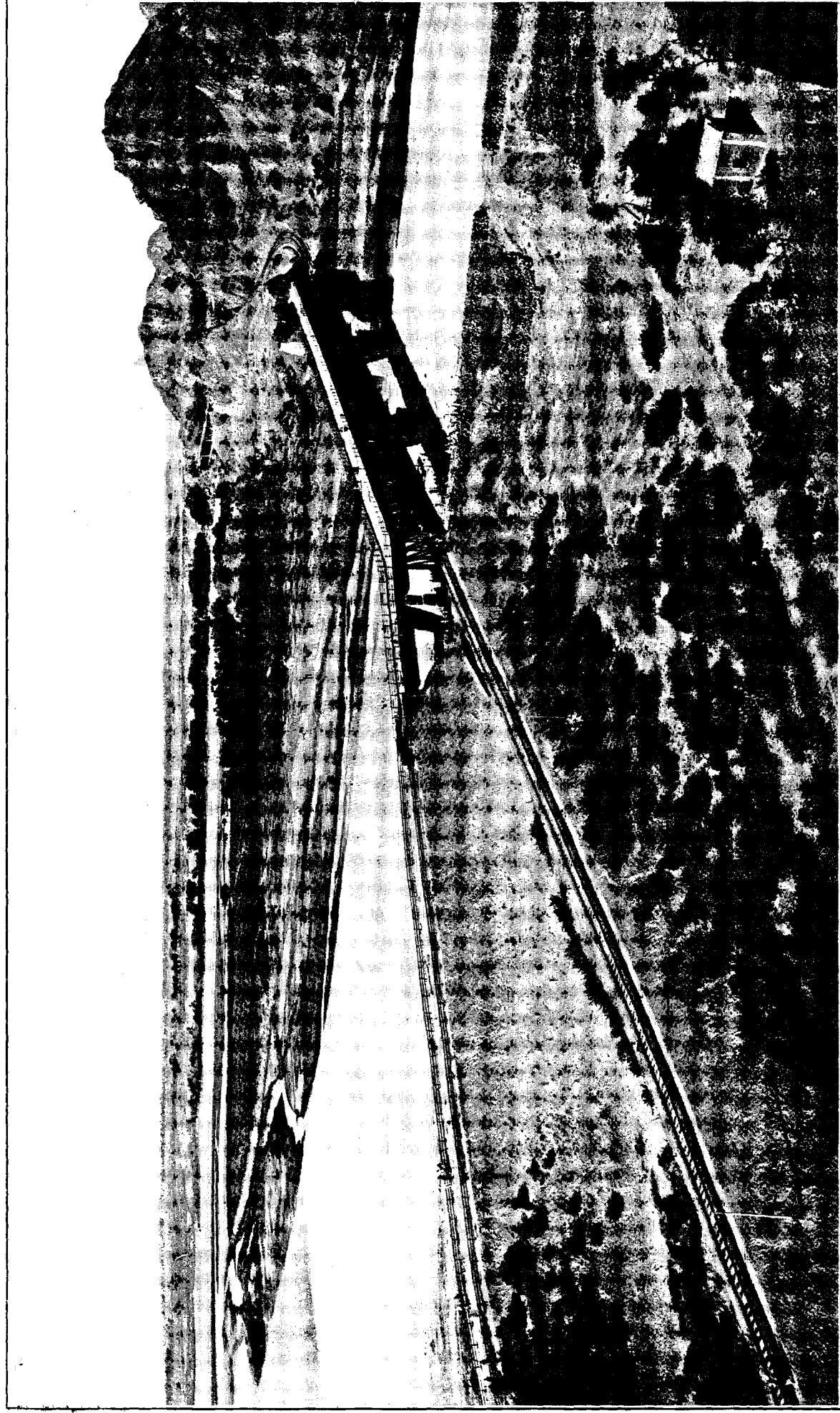
30. Compensation claims for goods.—The table below shows for each Class I railway the amounts paid on account of compensation for goods lost or damaged during the last seven years. It will be seen that the total payment for 1931-32 is substantially lower than in previous years. Incidentally, it may be remarked that in 1922-23 the amount of claims paid exceeded Rs. 120 lakhs.

*Claims for goods lost or damaged paid by Class I Railways (excluding Jodhpur Railway) during 1925-26 to 1931-32.**

Railways.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	PERCENTAGE TO GOODS EARNINGS.	
								1930-31.	1931-32.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal .	21,841	20,979	18,006	20,973	19,096	15,976	10,303	0·14	0·10
Bengal and North-West- ern.	92,932	85,369	59,375	45,387	56,914	26,865	25,291	0·16	0·15
Bengal Nagpur	80,093	54,988	65,248	1,02,726	77,437	60,128	11,878	0·11	0·02
Bombay, Baroda and Central India.	4,40,465	2,60,213	1,57,447	1,21,175	1,07,749	96,011	46,810	0·14	0·07
Barma . . .	30,982	41,295	42,791	34,696	18,328	22,129	11,947	0·08	0·05
Eastern Bengal	1,86,736	1,83,822	1,71,266	1,53,676	1,08,306	83,409	47,013	0·25	0·17
East Indian .	11,73,008	3,82,219	2,36,868	2,27,600	1,75,501	1,10,596	90,624	0·09	0·08
Great Indian Peninsula.	3,41,130	1,92,400	1,18,333	1,45,133	1,11,392	1,15,364	1,11,645	0·13	0·15
Madras and Southern Mahratta.	91,018	84,859	80,517	95,330	1,28,478	70,612	51,557	0·15	0·10
His Exalted Highness the Nizam's State.	18,219	11,211	11,270	11,443	23,075	16,206	11,978	0·11	0·09
North Western	3,89,771	1,55,097	—36,383	99,146	78,321	1,26,939	65,900	0·13	0·07
Rohilkund and Kumaon.	17,088	4,318	7,347	7,204	5,775	2,611	4,574	0·07	0·13
South Indian .	48,536	45,169	17,691	28,356	12,992	18,826	13,732	0·07	0·05
TOTAL	29,31,819	15,21,939	9,49,776	10,93,139	9,23,864	7,65,672	5,03,352	0·12	0·09

* These figures exclude the amount of credits afforded to home line departments for the loss of their goods.

NORTH WESTERN RAILWAY.



Chenab Bridge showing completed project—Chiniot.

CHAPTER III.

NEW CONSTRUCTION AND ENGINEERING WORKS.

31. **Capital Expenditure.**—At the end of March, 1932, the total capital at charge on all railways, including those under construction, amounted to Rs. 876·34 crores, of which Rs. 789·79 crores was capital at charge on State-owned Railways inclusive of premia paid in the purchase of Companies' lines. The remainder, Rs. 86·55 crores, represented capital raised by Indian States, Companies and District Boards.

The capital at charge of State-owned Railways is composed as follows :—

	£
Liability and debt incurred in purchase of Railways	150,106,630
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	- 29,284,941
Net amount outstanding	120,821,689*
	Rs. (omitting 000)
Direct expenditure by Government	6,28,55,07
The above figure converted at Rs. 13½ = £1	1,61,08,96
Total	7,89,64,03
Add Provincial Railways expenditure	14,61
Grand Total	7,89,78,64

By far the greater portion of this amount, namely, Rs. 7,56,87,10,000, is Government Capital and only 1/23rd or Rs. 32,91,54,000 is owned by Companies. These figures include Rs. 34·53 crores on account of capital expenditure to the end of March 1932, on strategic lines.

32. The total capital outlay on all railways during 1931-32 was Rs. 8·37 crores, of which Rs. 6·69 crores were spent on State-owned Railways. The following statement shows how this outlay of Rs. 6·69 crores was distributed between open line works, rolling stock and new lines, similar figures being given for the previous four years and for 1913-14.

Year.	OPEN LINES.			New lines.	GRAND TOTAL.
	Works including Stores and general charges.	Rolling-stock.	TOTAL.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
1913-14	9·30	7·31	16·61	1·96	18·47
1927-28	17·21	5·37	22·58	9·86	32·44
1928-29	12·47	3·98	16·45	8·96	25·41
1929-30	18·12	5·55	23·67	6·51	30·18
1930-31	5·29	3·81	9·10	4·11	13·21
1931-32	1·74	2·16	3·90	2·79	6·69

*£118,246,689 converted at the rate of £1=Rs. 13½ and £2,575,000 representing the Great Indian Peninsula Railway Company's share capital paid off during 1925-26 converted at the average rate of exchange.

33. The distribution of the capital outlay in 1931-32 over the different State-owned lines is shown in the summary below :—

Railways.	OPEN LINES.			New lines.	GRAND TOTAL.
	Works, etc.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Bengal Nagpur	0.12	0.24	0.36	0.66	1.02
Bombay, Baroda and Central India	0.08	0.33	0.41	..	0.41
Eastern Bengal	0.12	0.04	0.16	0.37	0.53
East Indian	0.19	0.17	0.36	0.74	1.10
Great Indian Peninsula	0.11	0.45	0.56	0.66	0.62
Madras and Southern Mahratta	0.43	0.25	0.68	..	0.68
North Western	0.07	0.16	0.23	0.28	0.51
South Indian	0.41	0.16	0.57	0.29	0.86
Other Railways	0.21	0.36	0.57	0.39	0.96
TOTAL	1.74	2.16	3.90	2.79	6.69

34. Lines opened during 1931-32.—570.10 miles of railways were opened to public traffic during the year and consisted of :—

308.06 miles on the 5' 6" gauge.

*121.50 miles on the 3' 3 $\frac{3}{8}$ " gauge.

140.54 miles on the 2' 6" and 2' 0" gauges.

35. Details regarding the sections opened are given below :—

Name of line.	Gauge.	Mileage.	Owner.	Working agency.	Date of opening.
Titlagarh to Tertuwalli	5' 6"	74.00	State	Bengal Nagpur Railway.	31st March, 1932.
Kalukhali to Kamarkhali	5' 6"	26.28		Eastern Bengal Railway.	1st January, 1932.
Madhukhali to Bhateapara	5' 6"	26.80		Do.	1st March, 1932.
Utratia to Hydergarh	5' 6"	0.22		East Indian Railway.	Not available.
Hydergarh to Sultaipur	5' 6"	51.46		Do.	1st February, 1932.
Tando Adam to Nawab Shah	5' 6"	53.80		North Western Railway.	10th December, 1931.
Tharushah to Sakrand	5' 6"	66.06		Do.	Ditto.
Shahpur to Khushab	5' 6"	6.00		Do.	25th April, 1931.
Chhinikhichi to Chiniot	5' 6"	3.44		Do.	12th March, 1932.
Chittagong to Dohazari	3' 3 $\frac{3}{8}$ "	25.05	State	Assam Bengal Railway.	10th June, 1931.
Chinnasalem to Vriddhachalem	3' 3 $\frac{3}{8}$ "	31.76	State	South Indian Railway.	17th August, 1931.
Trivandrum to Thambanur	3' 3 $\frac{3}{8}$ "	3.52	State	Do.	4th November, 1931.
Ragihosahalli to Arasalu	3' 3 $\frac{3}{8}$ "	7.66	Mysore State	Mysore State Railway.	25th May, 1931.
Kankroli to Garbor Road	3' 3 $\frac{3}{8}$ "	24.56	Indian State Line	Udaipur Chitorgarh Railway.	20th January, 1932.
Varanasi to Gunapur	2' 6"	15.93	Do.	Bengal Nagpur Railway.	16th November, 1931.
Jhagadia to Netrang	2' 6"	18.75	Do.	Bombay, Baroda and Central India Railway.	1st March, 1932.
Darwha to Pusad	2' 6"	42.65	State	Great Indian Peninsula Railway.	15th December, 1931.
Kalabagh Bridge	2' 6"	1.78	Do.	North Western Railway.	9th August, 1931.
Warsamede to Bachau	2' 6"	19.85	Cutch State	Cutch State Railway.	14th April, 1931.
Ujjain to Agar	2' 0"	41.58	Gwalior State	Gwalior Light Railway.	15th March, 1932.

* Includes 28.95 miles (3' 3 $\frac{3}{8}$ " gauge) opened for goods traffic only which have not been included in the details shown under para. 34.

36. Lines sanctioned in 1931-32.—During the year under review sanction was accorded to the construction of new lines totalling 81·84 miles.

	Miles.
5' 6"	Nil
3' 3 ³ / ₈ "	31·49
2' 6"	Nil
2' 0"	50·35
Total	81·84

37. Lines under construction on 31st March, 1932.—At the end of the financial year 1931-32 a total of 317·81 miles of new lines was under active construction distributed as follows:—

	Miles.
5' 6" gauge	175·82
3' 3 ³ / ₈ " gauge	141·99
2' 6" and 2' 0" gauges	Nil
Total	317·81

38. The lines under active construction are given in the table below which also shows the construction agencies and the progress reached:—

Name of line.	Gauge.	Mileage actually under construction.	Working agency.	* Progress of work (Proportion completed) on 31st March 1932.
1. Calcutta chord	5' 6"	9·34	East Indian Railway	·98
2. Sultanpur-Zafarabad (Lucknow-Sultanpur-Zafarabad).	5' 6"	56·78	Do.	·94
3. Bidar-Purli	5' 6"	109·70	His Exalted Highness the Nizam's State Railway.	·70 on Bidar Udgir. ·47 on Udgir Purli.
4. Irrawady Bridge at Sagaing .	3' 3 ³ / ₈ "	4·86	Burma Railways	·55
5. Remaining portion of Tangla Rangapara.	3' 3 ³ / ₈ "	52·52	Eastern Bengal Railway.	·63
6. Visavadar-Dhari (Talala-Dhari)	3' 3 ³ / ₈ "	19·51	Junagad Darbar	·50
7. Garbor Road-Kambli (Mauif Sursingh-ji-ka-Guda).	3' 3 ³ / ₈ "	22·24	Mewar Darbar	·98
8. Arasalu-Anantapur	3' 3 ³ / ₈ "	9·35	Mysore Railway	·10
9. Pollachi-Palghat	3' 3 ³ / ₈ "	33·51	South Indian Railway.	1·00 Opened for public traffic on 1st April 1932.
Total	...	317·81	..	

39. The following is a brief account of the more important lines the construction of which was sanctioned or which were under construction during the year:—

Tangla-Belsiri-Rangapara Railway.—The construction of this line by the Eastern Bengal Railway was sanctioned in June, 1929. It is a metre gauge line about 52 miles long and is intended to serve the country lying between the Brahmaputra and the outer ranges of the Himalayas. Progress has been satisfactory and it is expected that the whole line will be opened for passenger traffic in January, 1933.

* ·30 signifies that ³/₁₀th of the work has been done.
·50 signifies that half the work has been done.
1·00 signifies completion of the work.

Calcutta Chord Railway.—During the year under review the construction of the Calcutta Chord Railway was successfully completed after about 5 years of strenuous work. The line takes off from Dankuni, a station on the Howrah-Burdwan Chord, and crossing the River Hooghly near Bally, joins the Eastern Bengal Railway at Dum Dum junction. This line gives East Indian and Bengal Nagpur Railways direct access to the Docks and has been constructed to the Heavy Mineral Standard of Loading. The main feature of the line is the Bally Bridge (now known as the Willingdon Bridge), which consists of seven spans of 350 feet girders and two land spans of 80 feet girders, and carries a double line of railway track, two roadways each 18 feet wide and two footpaths each 8 feet wide. The Bridge was open for both road and rail traffic in December, 1931 by His Excellency the Earl of Willingdon, Viceroy and Governor-General of India. The complete chord was opened to goods traffic in February, 1931 and it is expected that the banks will be sufficiently consolidated after the next monsoon to permit of the line being opened to passenger traffic in January, 1933.

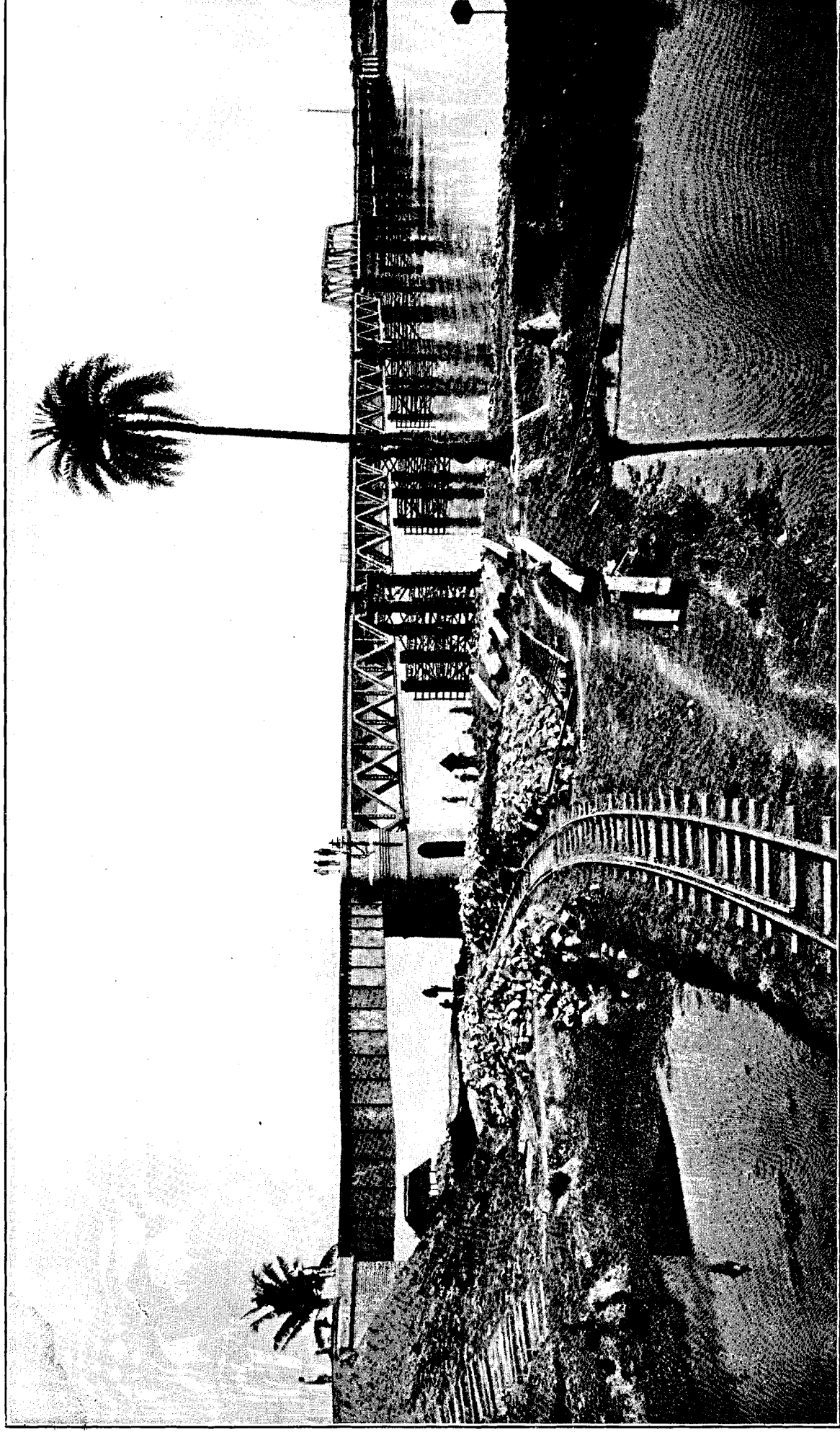
Garbor Road-Sursinghji-Ka-Gudha Section.—A proposal for the construction of a line from Mavli, a station on the Udaipur Chitorgarh Railway, to Gudha Sursinghji—a length of 75 miles on the metre gauge was put forward by the Udaipur Darbar in 1927. It was sanctioned in September, 1928 at an estimated cost of Rs. 62 lakhs. The Garbor Road-Sursinghji branch—32·23 miles in length—is the fourth section of the Mavli Sursinghji-Ka-Gudha to be opened, making an aggregate length of 75 miles. This branch will terminate at Sursinghji station on the Marwar Junction—Sanderao Loop Line of the Jodhpur Durbar. Out of the total length of 75 miles, 66 miles lie in the Mewar State, 2 miles in Ajmer-Merwara and 7 miles in the Marwar State territory. The line is financed and is being constructed by the Udaipur Durbar and the Government of India have no financial liability in it.

Arasalu-Anantapur Railway.—The construction of this branch, a length of 9·35 miles on the metre gauge, was sanctioned in July, 1931 at an estimated cost of Rs. 7,58,381. The line lies entirely in the Mysore State territory. This extension will serve the interior portions of the Shimoga district in which hitherto no means of communication existed. It may be further extended to Sagar, which is the headquarters of a very important Taluq, and the further extension as contemplated (on the main road from Bangalore to Hannaver) will moreover bring the world-famous Gersouppa Falls within reach of 30 miles by road and undoubtedly stimulate trade and develop a large extent of interior territory that is rich in forest produce and minerals, but which suffers at present from want of means of rapid communication and from the prevalence of malaria. The line is financed and is being constructed and worked by the Mysore Government and the Government of India have no financial interest in it.

Chamarajanagar to Kollegal.—The construction of this branch, a length of 22·14 miles, was sanctioned in December, 1931 at an estimated cost of Rs. 15,72,905. The entire line, with the exception of 3½ miles in British territory, lies in the Mysore territory. The possibility of the construction of the Chamarajanagar Satyamangalam Railway, as well as an eventual extension of the new line beyond Kollegal to Maddur, has to be kept in view in fixing the direction of entrance of the branch into Chamarajanagar station and locating the station site at Kollegal. The railway will be financed, constructed and worked by the Mysore Government and the Government of India have no financial liability or interest in the scheme.

The Vikarabad-Bidar Extension Railway: (Bidar-Purli Railway Extension).—A proposal for the construction of a railway line from Bidar, the terminus of the Vikarabad-Bidar Railway, the property of His Exalted Highness the Nizam's State Railway, to Gangakhed, a length of 113·12 miles on the broad gauge, lying entirely in the Hyderabad State territory, was put forward in 1930. It was estimated to cost 95·7 lakhs. The object of the line is primarily to serve the fertile area between Bidar and Gangakhed and carrying traffic which is at present carted over long distances to and

ASSAM BENGAL RAILWAY.



Karnafuli Bridge—Chittagong-Dohazari Branch.

from the Great Indian Peninsula Railway, the Barsi Light Railway and the Hyderabad Godavari Valley Railway. Should it be found necessary to connect the line with the Barsi Light Railway at Letur, the most suitable junction would be at Chakur station at mile 69.5 on the railway. The project was sanctioned in December, 1930. The Nizam's Government, however, subsequently obtained approval to certain alterations in the alignment originally sanctioned. The first 70 miles remains substantially the same as in the original project and the construction of the portion 50 miles in length up to Udgir station is now practically ready for opening. The alignment of the remaining 42.12 miles has been altered to make the junction at Purli instead of at Gangakhed. This, together with minor re-alignments elsewhere, is expected to result in a saving of 2.2 miles over the original project. The line is financed and is being constructed by His Exalted Highness the Nizam's Government.

Pollachi-Palghat Railway—38.51 miles.—In last year's report attention was drawn to the difficulties experienced in the construction of this line, arising notably out of the unusually hard soil met with and the presence of a malarious belt about 10 miles wide in which it was very difficult to retain labour.

These difficulties were, however, successfully surmounted and the line was made ready for opening on the 1st April, 1932, the first day of the new financial year. The new line is really an extension of the metre gauge railway from Dindigul to Pollachi and as it traverses fairly populous country and connects up important trade centres, it is expected to facilitate the exports of considerable quantities of local produce.

40. Important lines opened during 1931-32.—Of the lines opened during the year, the following may be specially mentioned:—

Chittagong-Dohazari Railway.—This line was opened to passenger traffic in June, 1931. It is a metre gauge line 25 miles in length connecting Sholashahar, a station on the Nazirhat Branch of the Assam-Bengal Railway, with Dohazari, a village 29 miles from Chittagong. The line crosses the Karnafuli river 9 miles from Chittagong by a fine bridge two-fifths of a mile long and establishes railway communication between Chittagong and a large area of very densely populated country on the left bank of the river.

Raipur-Vizianagram Railway, Bengal Nagpur Railway.—The Titlagarh-Theruvahi section, 74.01 miles long, which forms the last link of the Raipur-Vizianagram Railway, was opened for traffic on 31st March, 1932. With its completion, a shorter and more direct route has been opened between Central India and the East Coast with the new harbour at Vizagapatam. The country traversed by the section recently opened is mostly hilly and in several places has an evil name for a malignant type of malaria which the staff had to contend with during construction. The line lies partly in the Patna and Kalahandi States and partly in the Vizagapatam District of the Madras Presidency, and has been built to a heavy standard on account of the mineral traffic expected over it.

Kalukhali-Bhateapara Railway.—This is a line 53 miles long, designed to serve Faridpur District in Eastern Bengal, in lieu of the rapidly deteriorating rivers Chandana and Barasua, which hitherto have provided the chief means of communication. The section from Kalukhali to Kamarkhali Ghat, representing about half the whole project, was opened on the 1st January, 1932, and the second section which takes off from Madhukhali and ends at Bhateapara was opened on the 1st March, 1932.

Lucknow-Sultanpur-Zafarabad Branch.—As stated in the report for the year 1929-30, the Lucknow-Sultanpur-Zafarabad Branch takes off from Utraitia station on the Moghalserai-Lucknow Chord. The first section from Utraitia to Hydergarh, a length of about 28 miles, was opened to traffic in March, 1931. The second section of the Branch line from Hydergarh to Sultanpur, a length of 51.46 miles was opened in February, 1932. This section makes a junction with the Allahabad-Fyzabad Branch at Sultanpur.

The last section from Sultanpur to Zafarabad is expected to be ready for opening shortly.

Darwha-Pusad Railway (2' 6" Gauge).—The Darwha-Pusad Railway, 43 miles in length, has been constructed by the Great Indian Peninsula Railway and was opened for traffic on 15th December, 1931. It forms a branch of the Murtazapur Yeotmal section of the Central Provinces Railway which it joins at Darwha-Motibagh and is being worked by the Agency of the Great Indian Peninsula Railway. The line has been built with the object of tapping a fertile stretch of cotton-producing country and runs through undulating and somewhat hilly country. Pusad and Digras are the main markets in this area.

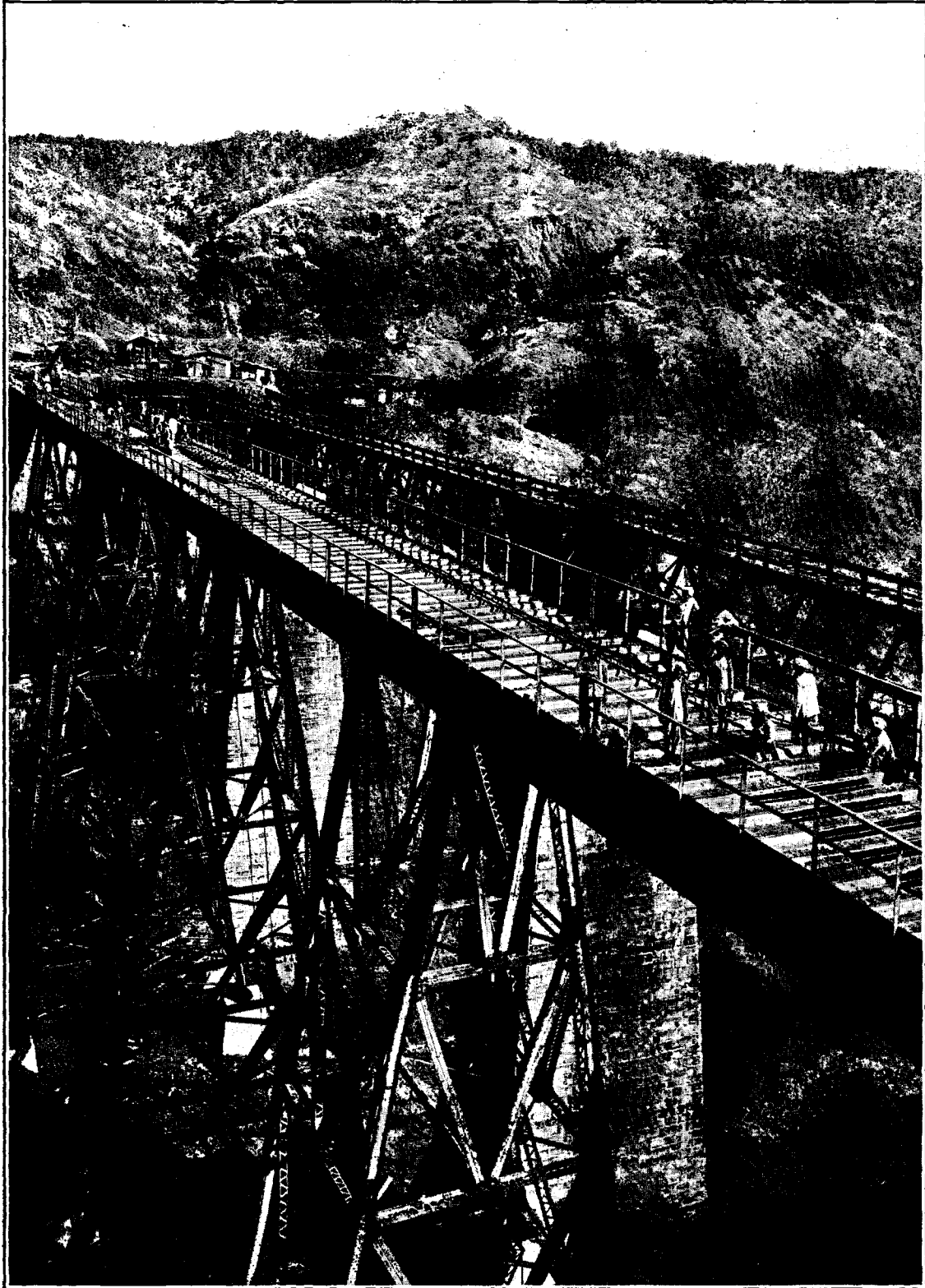
Chiniot-Khushab Railway.—The Chiniot-Khushab Railway was mentioned in the last year's report as being open to the public conveyance of traffic throughout except for two small sections which included two important bridges. The Shahpur City-Khushab section, a length of 6 miles, was opened to traffic in April, 1931, and is an extension of the Sargodha-Shahpur City section, completing the link between Sargodha and Khushab. The river Jhelum is crossed by a girder bridge of 15 spans of 144 feet clear waterway. The other section from Chiniot to Chhini-Khichi, a length of 3.44 miles, including a bridge over the river Chenab consisting of 7 spans—1 of 195 feet, 5 of about 198 feet and 1 of 205 feet of clear waterway, with a cement concrete roadway, was opened on the 12th March, 1932.

Sind Left Bank Feeders.—As stated in the Railway Board's report for 1930-31, the Mahrabpur-Padidan section of the Sind Left Bank Feeders was opened for public traffic in May, 1930. The opening in December, 1931 of the other two sections, viz., the Nawabshah-Tando Adam loop, 53.80 miles, and the Tharushah-Sakrand Chord, 66.06 miles, completes the whole project, a total length of 163.49 miles. These feeders have been constructed to serve the area in Northern Sind between the North Western Railway main line to Karachi and the River Indus, an area that is shortly to come under irrigation from the canals of the Sukkur Barrage.

Chinnasalem-Vriddhachalam Section—31.76 miles.—This section, which was opened for traffic on the 17th August, 1931, completes the Salem-Vriddhachalam Railway project which, with the Vriddhachalam Cuddalore Railway, opened on 21st June, 1928, affords an important cross connection between Salem Junction on the broad gauge and Cuddalore on the metre gauge of the South Indian Railway. The line will open out fertile tracts of country hitherto unserved by railways and will considerably facilitate traffic in the direction of Cuddalore Port.

41. Important New Works.—Vizagapatam Harbour.—The progress made in connection with the construction of the Vizagapatam Harbour kept pace with the programme framed for the year. The Suction Dredger "Vizagapatam" was engaged in dredging a section of the Northern Basin and also in the inner and outer channels over certain rocky areas. The cutter and a special suction nozzle were able to loosen and remove a portion of the rock and moorum, and this considerably reduced the material to be blasted or broken by the Rock Breaker. The combined Dipper Dredger and Rock Breaker "Waltair" and the crane barges "Mudlark" and "Gamine" worked throughout the year on the removal of hard material and on clearing away silt in various places. The Dragline Excavator first worked along the Northern Bank of the Entrance Channel and was then taken to the Southern fringe of the Eastern Reclamation area, and set to work on cutting the Southern Lighter canal. By the end of the year a total area of 185 acres had been reclaimed on the Eastern side between the Harbour and the town of Vizagapatam. Of this, 141 acres are provisionally earmarked for Port purposes and 44 acres are available to the public for office sites, etc. All the roads and drains in the Development area and the main access road to Vizagapatam were completed during the year. Service water mains along the roads have also been laid. Transit shed No. IV was completed, including the surrounding macadamised areas, and brought into use. The Lighter canal opposite shed No. IV was widened and deepened and two timber

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.



Trestle Bridge to replace existing ravine viaduct No. 2 Mhow Ghats.

jetties and railway siding provided for handling of lighter traffic. All sidings to the General Berth and Storage Dépôt have been completed. The heavy floods and rains in October and November, 1931, caused a number of breaches in the reclamation bunds and undermined the bund of Western Industrial area alongside the Diversion Channel. These breaches have been made good and the Diversion Channel Bund has been strengthened throughout its length. The anti-malarial measures continued to be successful throughout the year.

Dohad Workshops, Bombay, Baroda and Central India Railway.—A brief account of this project appeared in last year's report. During the year under review most of the works comprised in the schemes for the "Locomotive Repair" and "Manufacturing" units were carried to completion with the exception of the Foundry, the Electric Power Supply and certain workshop machinery which, however, were left very nearly complete. A fair rate of progress was also maintained on such of the further works undertaken during 1930-31 as were intended to provide additional housing for the staff of the Locomotive Repair and Manufacturing units and other amenities for the employees in the Workshop Colony.

Bridge over the Irrawaddy at Sagaing.—This project, which was sanctioned in November, 1927, and is estimated to cost Rs. 1½ crores, is more than half completed. It is hoped that the bridge will be ready for service by the end of 1933.

42. Open Line Improvements.—Barakar Bridge.—The down line of the East Indian Railway at the crossing of the Barakar river on the Grand Chord section is carried on a separate bridge constructed in 1893. The girders and piers were both weak for modern loads and a speed and load restriction had been in force for several years.

The renewal of the girders to H. M. Standard was considered essential to enable the down line to deal with the heavy traffic from the coal-fields. The new girders have been designed on a system new in India to give centralized loading on the piers for any position of the train and this, in conjunction with a reduction of height in the piers, effects the requisite strengthening of the latter, in addition to the strengthening of the girders. The scheme was estimated to cost Rs. 9,60,616 and was sanctioned on the 11th January, 1932.

Rup Narain Bridge.—The doubling of this bridge was sanctioned in March, 1929, at an estimated cost of Rs. 55,73,916 and continuous progress has been made during the year 1931-32. During this period the pile foundation for the erection staging in Bay No. 1 was completed and the staging itself, along with the erection Traveller, was erected, as was also the false work for the 6 remaining bays.

The Power House and Workshop plant has been erected and tested. Work is in progress on the erection of the electric installation for launching the new girders by means of a special track and specially designed electric tractors. It is hoped to complete the first 300 feet span to be used as an erection bay by the end of May, 1932 and to run out the first individual girder in August, 1932.

Kotri Bridge over the River Indus, North Western Railway.—Sanction to the remodelling and strengthening of the girders of Kotri Bridge was accorded in July, 1930. Good progress has been made and the work of strengthening the bridge and providing cantilevered roadways on either side is nearing completion.

Bridges on the Delhi-Ambala Section, viâ Panipat.—The generally weak condition of the bridges under present day loads necessitated a number of speed restrictions and imposed a serious barrier to the traffic development of this section.

It was therefore considered necessary to strengthen the section. Where possible, existing girders will be strengthened and in other cases new girders will be provided.

An estimate amounting to Rs. 12,20,097 was sanctioned for this purpose on 1st August, 1931.

Renewal of Girders of combined Railway and Roadway Bridges on the Cawnpore-Achnera Section.—It was decided, in accordance with the policy of co-ordinating bridge and engine renewals, to regirder, during the year under review, three of the four combined railway and roadway bridges on this section and bring them up to H. M. Standard as they were too weak for the types of engines required to run on the section. The old girders of all the minor bridges and ordinary major bridges of the section had previously been renewed. An estimate amounting to Rs. 6,95,953 was sanctioned on the 20th June, 1931.

Renewal of girders on the Kalakund-Khandwa section.—An estimate amounting to Rs. 6,35,796 for renewing all the girders between Kalakund and Khandwa, except those of the Nerbudda Bridge was sanctioned on the 24th August, 1931. This work was found to be necessary as the old girders were overstressed by the heavier locomotives which are now being employed to handle the traffic.

Renewal of girders on the Rutlam-Mhow section.—This section forms part of the length which it has been decided to bring up to H. M. Standard with as little delay as possible, the old girders being overstressed by the new locomotives which are replacing the older and lighter types. An estimate amounting to Rs. 15,53,910 for girder bridge renewals was sanctioned on the 24th July, 1931.

Re-sleepering in the Rutlam Division between Mahidpur and Shamgarh, Bombay, Baroda and Central India Railway.—The condition of the timber sleepers of various descriptions in the 123 mile section of the Bombay, Baroda and Central India Railway main line north of Rutlam was found to be unsatisfactory and with the heavier engines employed the speed of Mail trains had to be restricted to 45 miles per hour. Certain palliative measures, such as double spiking, extra ballast and improvements to the drainage having been tried and proved ineffective, it was decided to replace the wooden sleepers by steel trough sleepers of modern design fitted with loose jaws. It is proposed to spread the work of relaying over three years, commencing with 1931-32, and an estimate for the first instalment, between Mahidpur and Shamgarh, about 44 miles, was sanctioned in February last.

Shoranur-Cochin Railway Conversion (South Indian Railway).—Shoranur-Cochin State Railway, 65 miles in length, which was originally built in 1902, is being converted from metre to broad gauge in order to serve the increased requirements of the Cochin Harbour. About 15 per cent. of the work is completed and it is expected that the line will be ready for opening by about April, 1934. The line is the property of the Cochin Durbar and they are financing the conversion project.

Chandmaree Road Overbridge, East Indian Railway.—The existing bridge carrying the Grand Trunk Road over the East Indian Railway at Howrah called the Chandmaree Bridge, consists of one plate girder of 56 feet and one Lattice girder of 110 feet span. Both these girders are in a very bad condition. The 56 feet span has been temporarily propped up with steel trestles and the 110 feet span has now a negative camber and is unsafe. A restriction to 4 ton axle loads and ten miles per hour for road traffic has had to be imposed on this overbridge which is in a busy industrial centre. In addition the height of the girders is such as to constitute an infringement of headway for rail traffic into Howrah station. An estimate amounting to Rs. 5,85,619 has accordingly been sanctioned for the entire reconstruction of the bridge and the work is in progress. In the estimate provision has been made for one through span of 216 feet clear giving room for two additional lines and a clear headway of 17 feet 9 inches over the railway track.

CHAPTER IV.

TRANSPORTATION AND WORKING.

43. **Statistics.**—The business handled by railways is reflected in the figures of passenger miles for passenger traffic and net ton miles for goods traffic. These figures are arrived at by multiplying the total number of passengers and tons carried by the number of miles over which they are moved. The following table compares the amount of traffic, expressed in terms of passenger and ton miles, carried over Class I railways in 1931-32 with the previous two years.

Particulars.	IN THOUSANDS.			
	1929-30.	1930-31.	1931-32.	Percentage of increase or decrease compared with 1930-31.
Passenger miles	22,194,143	19,708,551	17,339,974	—12·0
Net ton miles	20,785,621	19,711,926	17,735,676	—10·0

It will be seen that there has been a considerable drop in passenger and net ton miles during the year under review, due mainly to the general decline in the trade of the country. These figures, which do not include materials and stores carried in departmental trains, *i.e.*, trains run by railways for their own purposes, represent about 97 per cent. of the total traffic carried on all Indian Railways.

Service performed.—The following table shows the number of train miles run in carrying the abovementioned traffic. It will be observed that there has been an appreciable decrease in passenger and goods train miles on all gauges during the year under review as compared with 1929-30 and 1930-31. Full details of train and engine miles of Class I railways will be found in Statement No. 17 of Volume II, and that of Classes II and III railways in Statement No. 37.

Particulars.	CLASS I RAILWAYS BROAD GAUGE (IN THOUSANDS).				CLASS I RAILWAYS METRE GAUGE (IN THOUSANDS).				CLASS I RAILWAYS NARROW GAUGE (IN THOUSANDS).			
	1929-30.	1930-31.	1931-32.	Percent- age of varia- tions with 1930- 31.	1929-30.	1930-31.	1931-32.	Percent- age of varia- tions with 1930- 31.	1929-30.	1930-31.	1931-32.	Percent- age of varia- tions with 1930- 31.
Passenger (includ- ing proportion of mixed) train miles.	70,828	69,211	63,139	—8·77	31,924	32,269	30,444	—5·65	2,413	2,530	2,374	—6·17
Goods (including proportion of mixed) train miles.	44,358	42,094	37,290	—11·4	22,724	21,228	18,920	—10·9	1,753	1,701	1,613	—5·17

In addition to the train services mentioned above, a large amount of directly unproductive or “other” engine miles, *viz.*, shunting, light and assisting, has been run. This mileage was equivalent to 17 per cent. of the

traffic engine miles. The departmental train mileage, which is also unproductive, amounted to 97 thousand miles, or about 5 per cent. of the traffic engine miles. Of the unproductive mileage, the largest portion consists of shunting. The following table shows the proportion of shunting engine mileage per 100 train miles for the last three years both on the broad and metre gauges.

Particulars.	BROAD GAUGE.				METRE GAUGE.			
	1929-30.	1930-31.	1931-32.	Percentage of variations with 1930-31.	1929-30.	1930-31.	1931-32.	Percentage of variations with 1930-31.
Shunting miles per 100 train miles (Passenger and proportion of mixed).	5.23	5.31	5.54	+4.33	5.25	5.10	5.04	-1.18
Shunting miles per 100 train miles (Goods and proportion of mixed).	37.7	37.5	36.4	-2.93	32.7	33.2	31.7	-4.52

Goods trains.—The average through speed of goods trains which is the average speed worked out on the total time taken by a train from start to finish of its run inclusive of stops *en route* shows an improvement, being 11.0 miles per hour on the broad gauge and 10.5 on the metre gauge as compared with 10.5 and 10.3 respectively for the previous year. The average net load of a goods train increased from 384.5 to 388.6 on the broad gauge and from 160.4 to 165.9 on the metre gauge. The final index of goods train working, *viz.*, "net ton miles per engine hour" increased from 1,678 in the previous year to 1,823 on the broad gauge and from 763 to 830 on the metre gauge.

Engines.—The work done by engines is expressed by the figure "Engine miles per engine per day". Based on the number of engines on the line, this figure showed a decrease on the broad gauge from 68 to 60, whereas on the metre gauge it increased from 61 to 62. Based on the number of engines in use, the number of engine miles per engine per day dropped from 116 to 103 on the broad gauge, but remained the same as last year, *viz.*, 99 on the metre gauge. The percentage of engines under or awaiting repairs has decreased from 19.0 to 18.1 and from 15.6 to 14.3 on the broad and metre gauges, respectively.

44. Wagon usage.—The extent to which the available wagon stock was utilised is expressed either in the average number of miles run per wagon per day, both loaded and empty wagons being taken into account, or in the average number of net ton miles performed by a wagon per day. It should, however, be noted that in the case of both statistics, the figures indicate the work done by the total number of wagons on railways and not only by the wagons actually in use, as all empty wagons are also taken into account, whether running or stabled in sidings. The following table shows these two results for 1931-32 compared with the previous year.

	Wagon miles per wagon day.		Net ton miles per wagon day.	
	1930-31.	1931-32.	1930-31.	1931-32.
Broad Gauge	36.0	31.5	314.2	277.0
Metre Gauge	28.0	25.4	137.4	128.2

The average percentage of unserviceable wagons to the total number of goods wagons showed an increase from 5·66 to 7·85 per cent. on the broad gauge, but the percentage fell from 3·55 to 2·63 on the metre gauge.

Passenger vehicles.—The percentage of passenger vehicles under or awaiting repairs to the total number on the line increased from 9·91 to 10·34 per cent. on the broad gauge but dropped from 8·80 to 8·30 on the metre gauge.

Turning to individual railways some of the principal features of the year's transportation working are detailed below :—

Bengal Nagpur Railway.—The net ton miles per engine hour increased from 1,585 to 1,645.

Eastern Bengal Railway.—The shunting miles per 100 passenger train miles on the metre gauge rose from 8·23 to 8·82, while the figures per 100 goods train miles were appreciably reduced, viz., 59·9 to 47·6.

The net load of goods trains increased from 355 to 373 on the broad gauge.

Great Indian Peninsula Railway.—The average load per passenger train increased from 396 to 399. The percentage of engines under or awaiting repairs in sheds and transportation workshops decreased from 15·6 in 1930-31 to 13·9 in 1931-32.

The total gross ton miles amounted to 10,202,894,000 in 1931-32 against 11,412,460,000 in 1930-31 or a decrease of 10·6 per cent. whereas the total quantity of coal consumed on all locomotive services was 718,813 in 1931-32 against 891,666 in 1930-31 or a decrease of 19·4 per cent.

Madras and Southern Mahratta Railway.—The net ton miles per engine hour have advanced from 1,454 to 1,600 on the broad gauge and from 707 to 777 on the metre gauge.

The net load in tons per goods train improved from 326 to 334 on the broad gauge and from 124 to 130 on the metre gauge.

North Western Railway.—On the broad gauge the net ton miles per engine hour have advanced from 1,712 to 1,818.

The average number of loaded wagons per train increased from 35·5 to 37·6 on the main line and from 23·1 to 24·1 on the branch line. The net load in tons per goods train consequently rose from 347 to 348.

South Indian Railway.—The net train load rose from 210 in 1930-31 to 220 in 1931-32 on the broad gauge and from 142 to 150 on the metre gauge.

The average wagon load increased from 8·86 in 1930-31 to 9·24 in 1931-32 on the broad gauge and from 5·52 to 5·69 on the metre gauge. The net ton miles per wagon day increased from 249 to 259 on the broad gauge but decreased from 103 to 93 on the metre gauge.

The engine miles per day per engine in use increased from 104 to 110 on the broad gauge and from 98 to 100 on the metre gauge. The following table shows the distinct improvement in the net ton miles per engine hour :—

	1930-31..	1931-32.
(a) Including Departmental—		
Broad Gauge	710	835
Metre Gauge	493	578
(b) Excluding Departmental—		
Broad Gauge	933	1,027
Metre Gauge	713	781

The figures of cost of repairs and maintenance of rolling stock show substantial reductions that have been made during the year under review as

compared with 1930-31 in almost all Class I railways. The following shows the railways which have effected the largest reductions:—

Railways.	Cost per equated engine mile.		Cost per carriage on line.		Cost per wagon on line.	
	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.
	As.	As.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur	3.26	2.96	1,103.6	935.7	144.2	100.9
Bombay, Baroda and Central India—						
Broad Gauge	4.38	3.36	..	..	..	..
Metre Gauge	5.32	4.34	450.1	374.0	..	..
Eastern Bengal—						
Broad Gauge	2.80	2.55	537.0	383.6	..	..
Metre Gauge	3.46	2.77	425.3	320.2	..	..
East Indian	3.43	3.07	691.2	608.5	..	..
Great Indian Peninsula	..	..	999.3	714.6	..	..
Madras and Southern Mahratta—						
Broad Gauge	4.51	3.89	770.2	544.5	162.2	98.7
Metre Gauge	3.87	3.56	348.4	335.4	..	..
North Western	..	..	528.2	454.0	136.3	91.7
His Exalted Highness the Nizam's State (Metre Gauge).	..	..	935.7	632.9	..	..
South Indian (Metre Gauge)	3.93	3.24	259.4	221.0	50.5	26.9

45. Fuel Economy.—The results obtained from the Fuel Economy campaign during 1931-32 are illustrated in graphical form opposite page 34. The results are satisfactory.

The Fuel Economy Committee met the Fuel Officers of State Railways once during the year 1931-32 (in July, 1931) to review the progress and results obtained by State Railways and to discuss further measures to be adopted to attain economy in coal consumption.

46. Punctuality of passenger trains.—The following table shows the running of passenger trains on Class I railways from the point of view of punctuality.

Percentage of passenger trains not losing time to total number of trains run during 1931-32 as compared with 1930-31.

	All trains.	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
<i>Broad Gauge.</i>					
1931-32	83.5	74.5	83.2	83.8 91.2*	81.6
1930-31	76.0	69.2	79.6	76.7 93.7*	75.0
<i>Metre Gauge.</i>					
1931-32	80.5	72.5	80.5	91.5	76.2
1930-31	75.6	68.3	77.2	83.3	70.5

It will be seen that on the broad gauge although the percentage of trains not losing time shows a falling off under suburban electric trains, the percentage for all trains has increased from 76.0 in 1930-31 to 83.5 in 1931-32. On the metre gauge there has been a substantial improvement in the running of all passenger trains.

47. Through Mail and Express Services.—The only changes in the running of mail and express services which may be referred to are:—

(a) Nos. 71 Up and 72 Down express trains running between Howrah and Saharanpore on the East Indian Railway were extended to

* Great Indian Peninsula and Bombay, Baroda and Central India Railways Electric trains.

COAL CONSUMPTION.

EAST INDIAN RAILWAY.

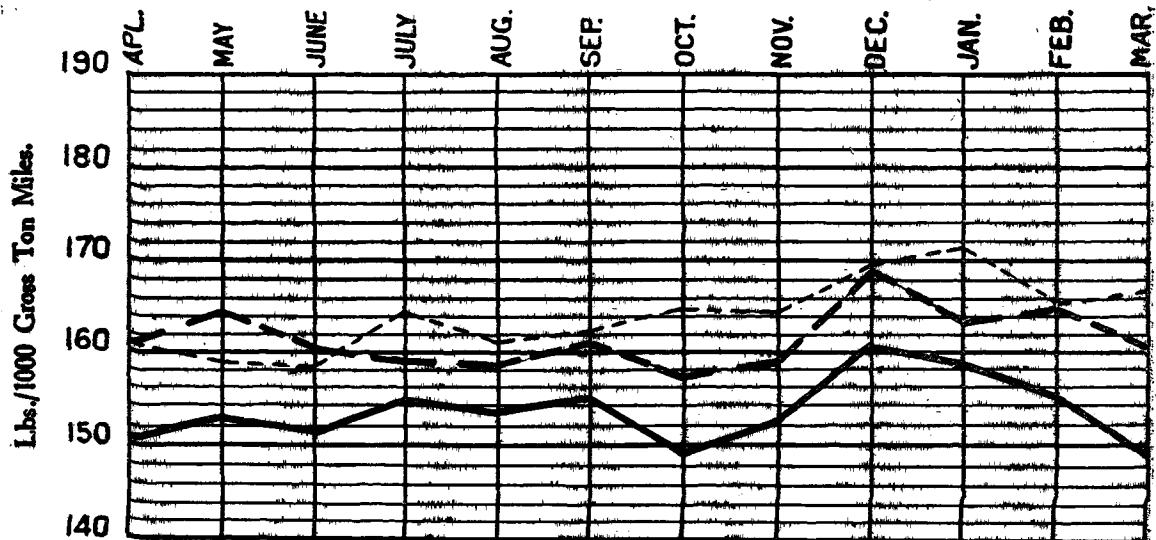
5'-6" GAUGE.

1926-27 -----

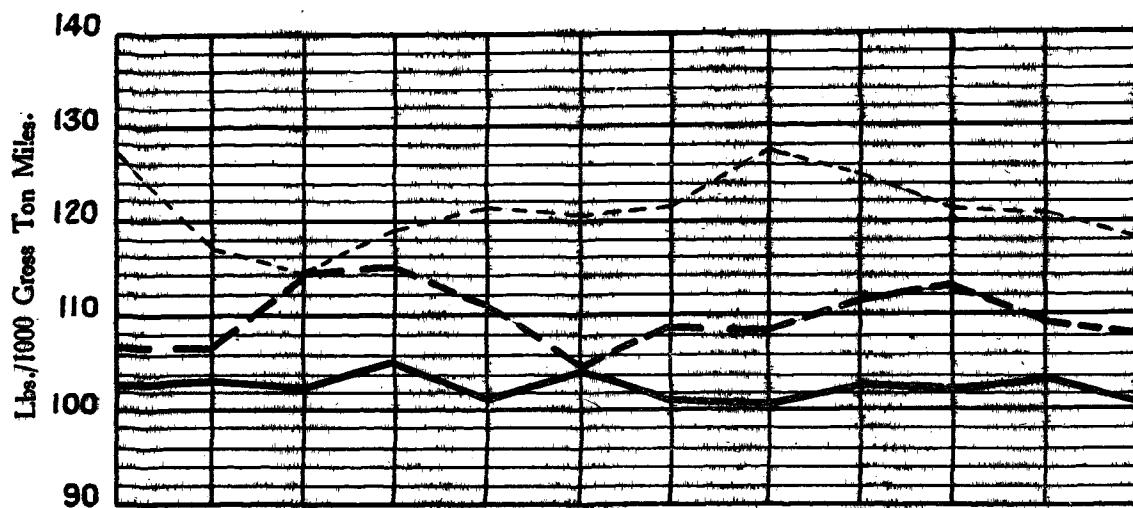
1930-31 - - - - -

1931-32 _____

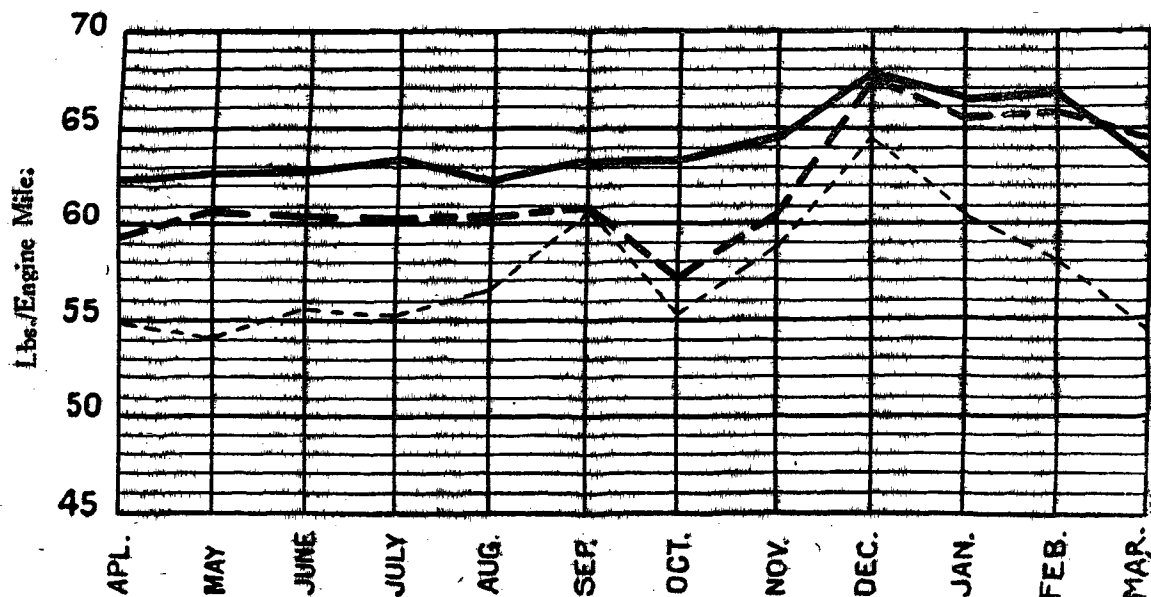
PASSENGER SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



SHUNTING (INCLUDING SIDINGS).



COAL CONSUMPTION. EASTERN BENGAL RAILWAY.

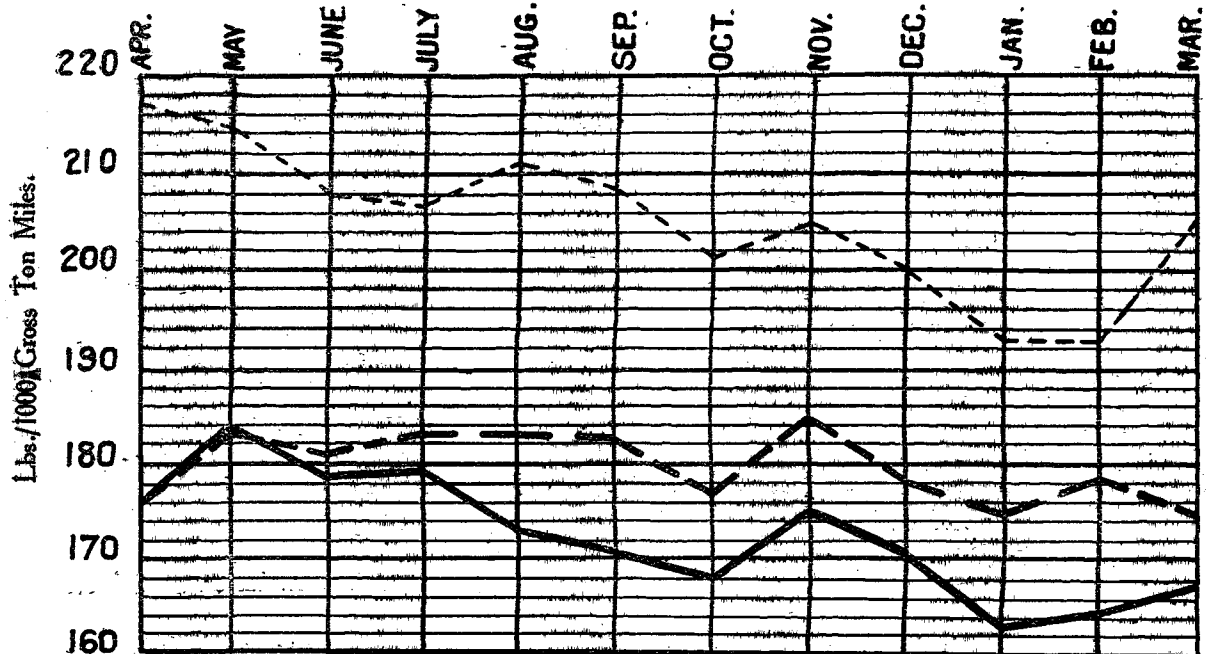
5'-6" GAUGE.

1926-27 -----

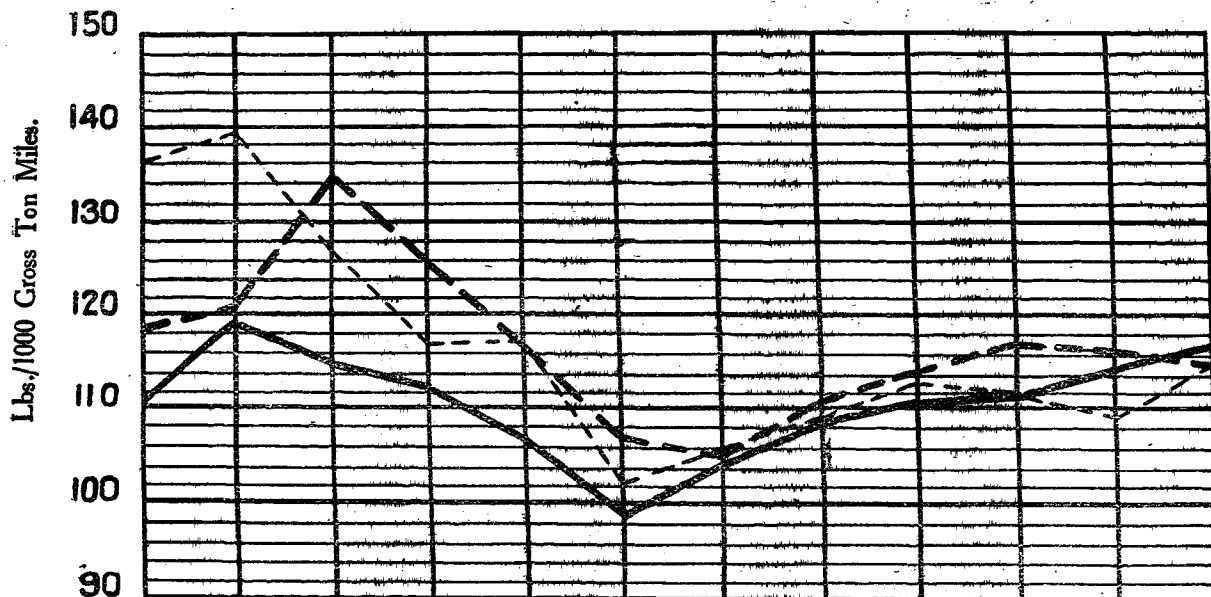
1930-31 - - - - -

1931-32 —————

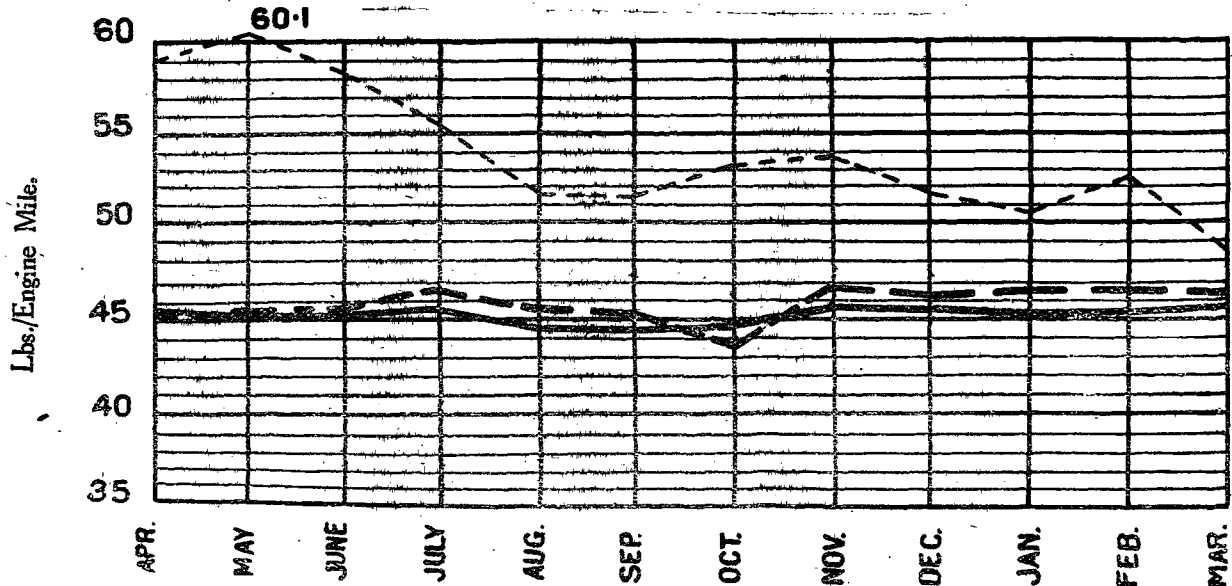
PASSENGER SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



SHUNTING (INCLUDING SIDINGS).

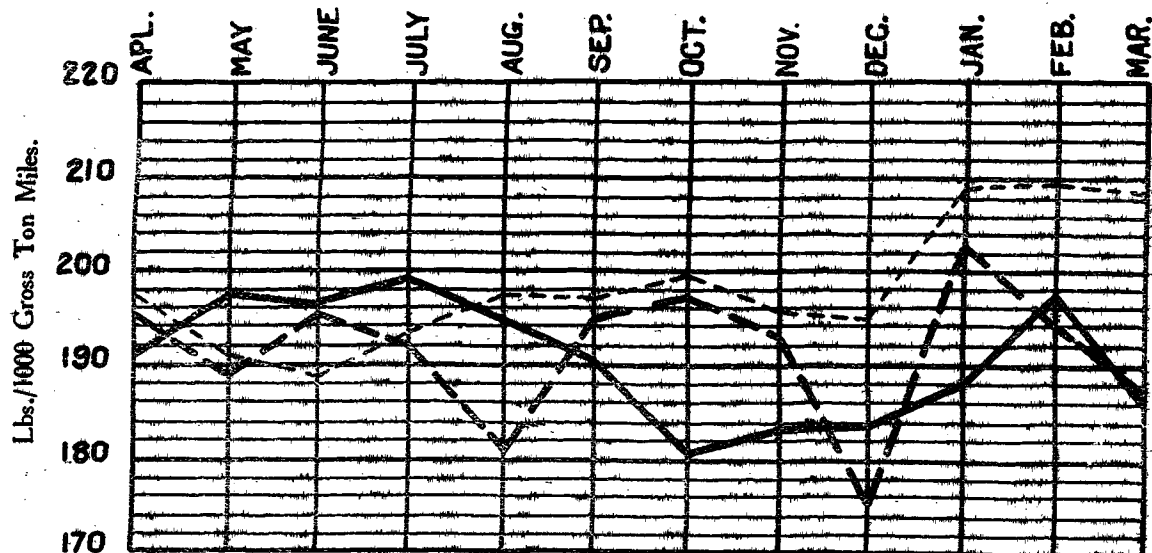


COAL CONSUMPTION. EASTERN BENGAL RAILWAY.

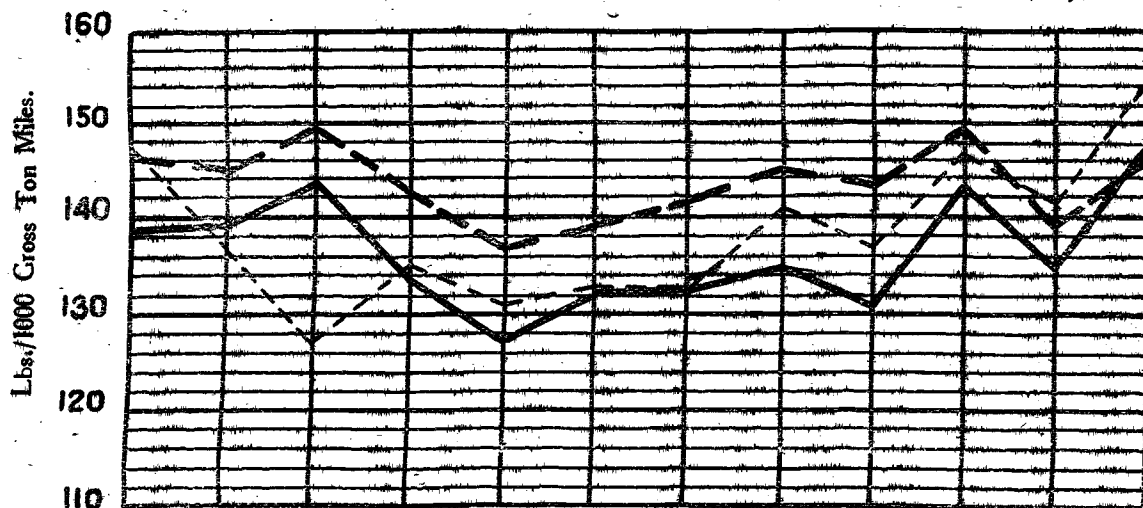
3'-3 $\frac{3}{4}$ " GAUGE.

1926-27 -----
1930-31 - - - - -
1931-32 _____

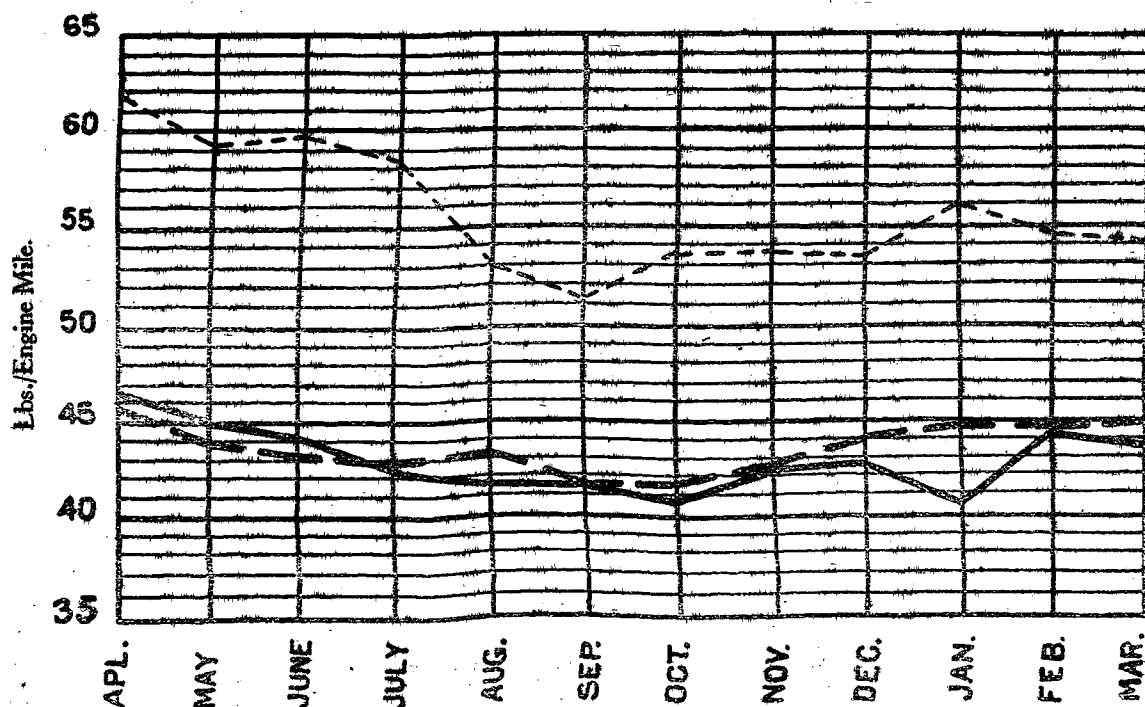
PASSENGER SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



SHUNTING (INCLUDING SIDINGS).

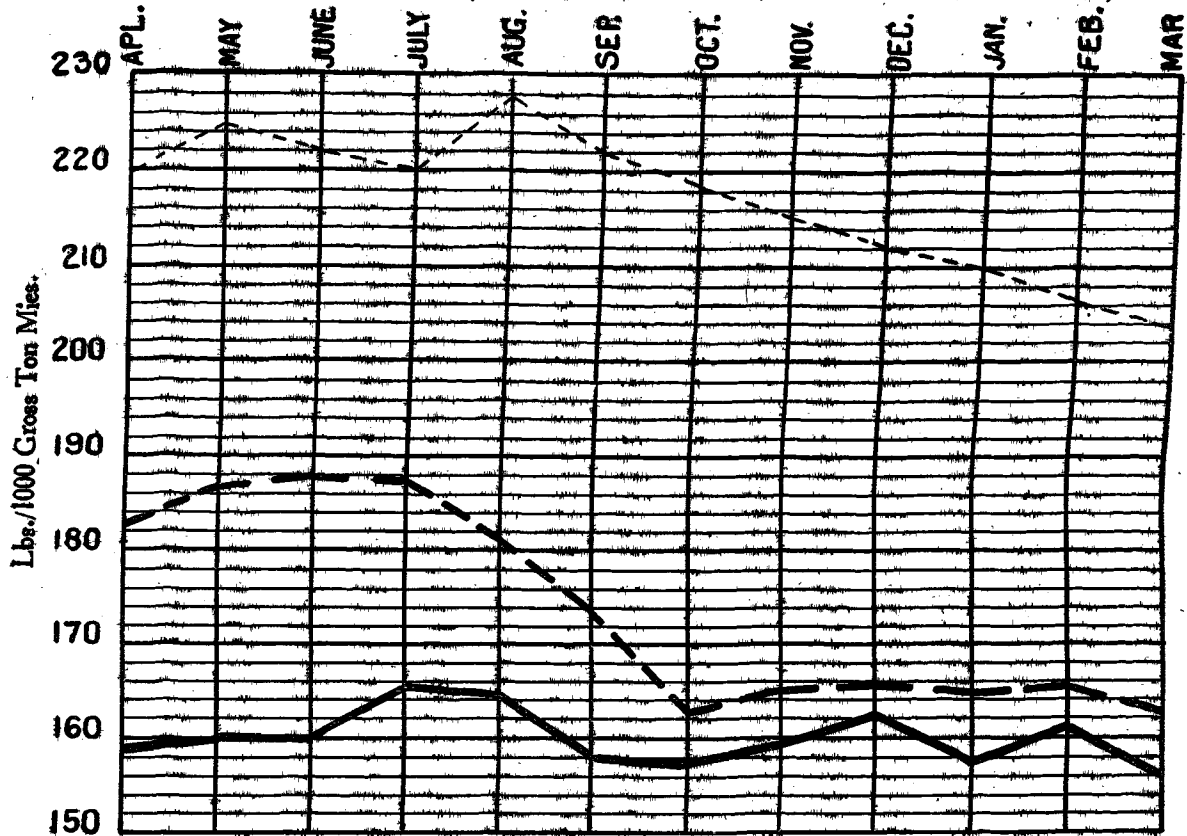


COAL CONSUMPTION. GREAT INDIAN PENINSULA RAILWAY.

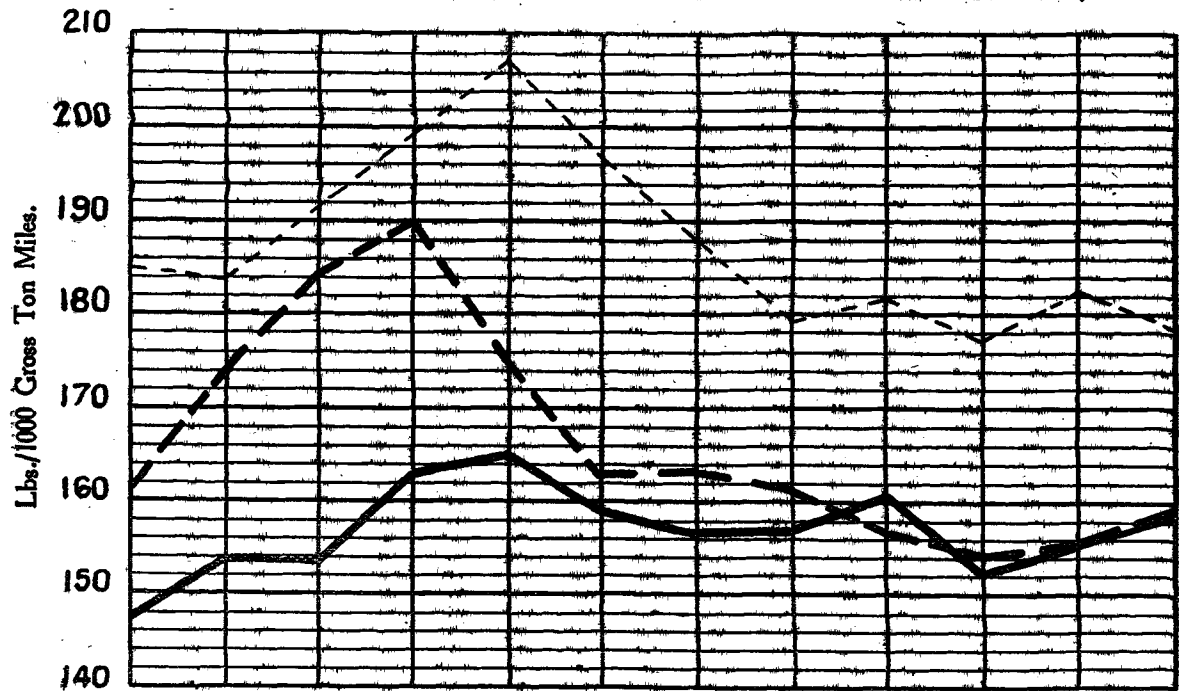
5'6" GAUGE.

1926-27 ----- 1930-31 - - - - - 1931-32 ————

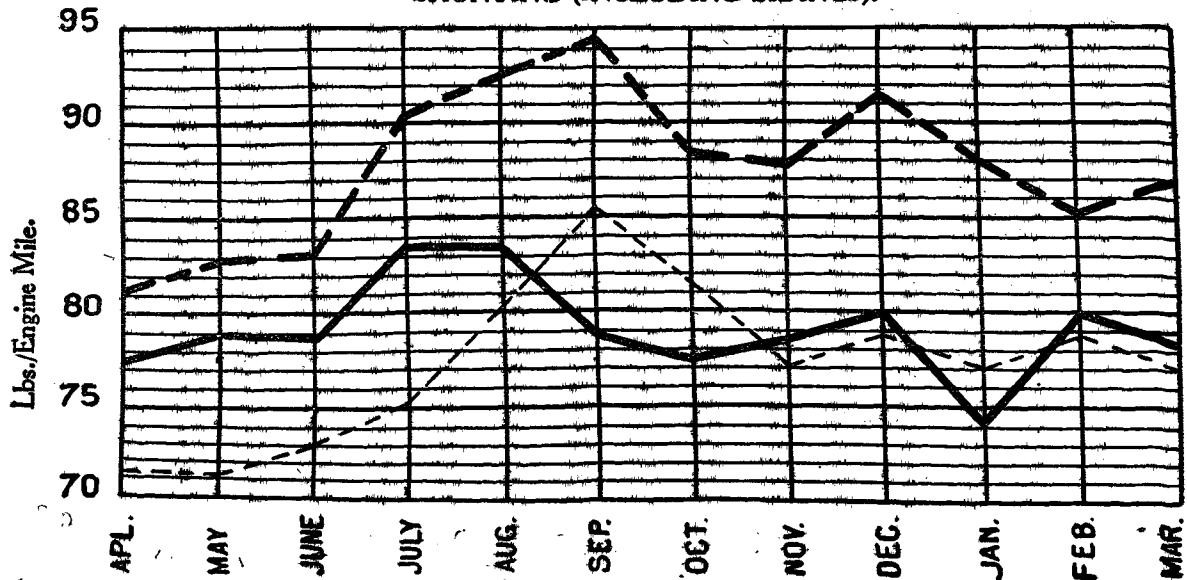
PASSENGER SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



SHUNTING (INCLUDING SIDINGS).



COAL CONSUMPTION.

NORTH WESTERN RAILWAY.

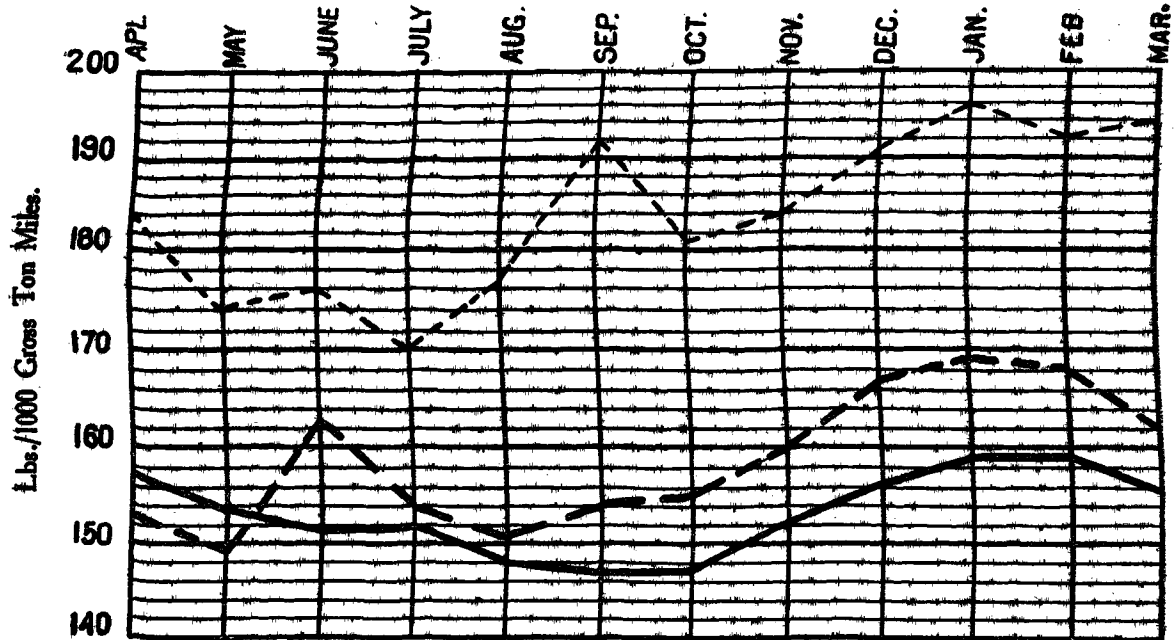
5'-6" GAUGE.

1926-27 -----

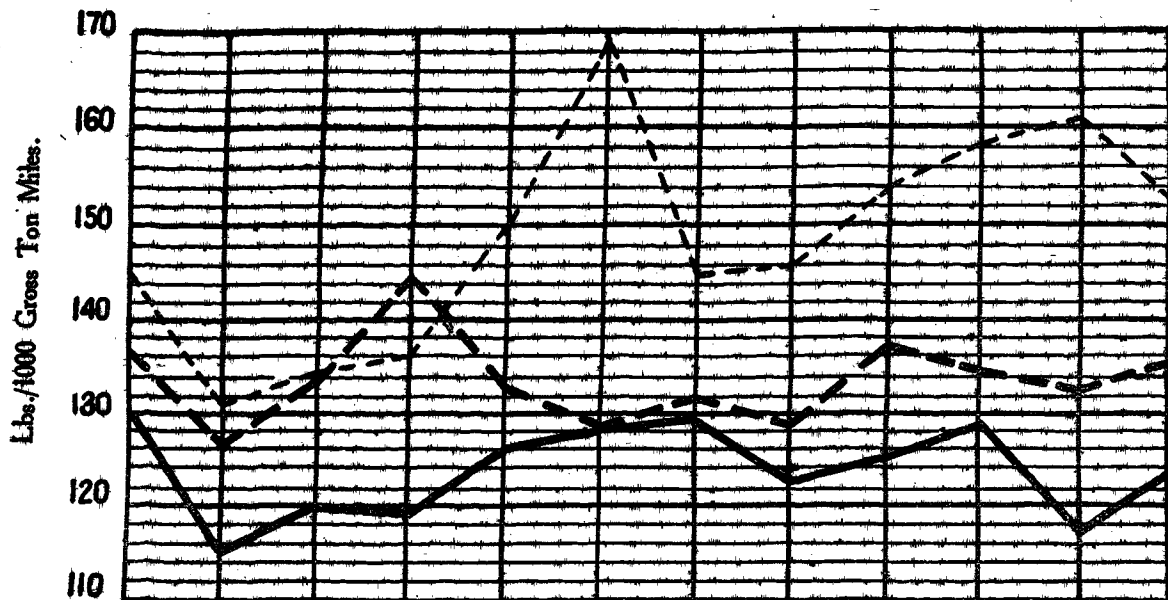
1930-31 - - - - -

1931-32 _____

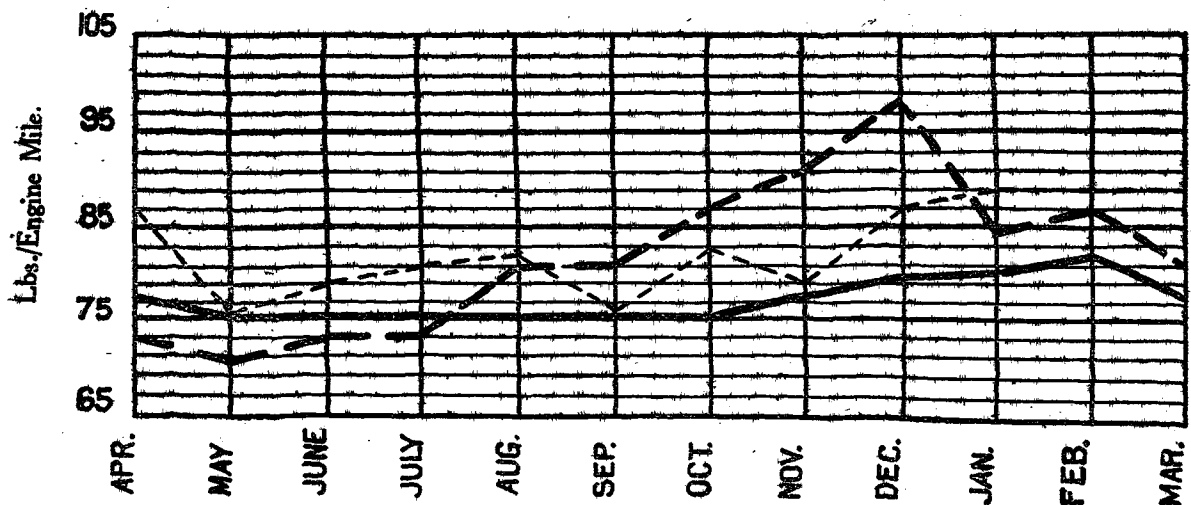
PASSENGER SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



SHUNTING (INCLUDING SIDINGS).



- run between Howrah and Peshawar, thus providing a through express service between Bengal and Punjab.
- (b) Nos. 13 Up and 14 Down express trains running over the East Indian Railway main line were diverted to run *via* the Benares route to cater for the pilgrim traffic from Baidhyanath Dham.
 - (c) On the North Western Railway the Karachi Express between Lahore and Karachi was discontinued.
 - (d) Nos. 3 Up and 4 Down Frontier Mails running over the Bombay, Baroda and Central India and North Western Railways between Bombay (Central) and Peshawar *via* Karnal, were diverted to run *via* Meerut and Saharanpur.
 - (e) On His Exalted Highness the Nizam's State Railway, due to the falling off in traffic, the through train between Secunderabad and Mysore was discontinued, but through service carriage, *viz.*, 1st and 2nd, bogie 3rd class and a luggage van were provided instead.

48. System of Ticket Checking.—Mention was made in last year's report of the committee appointed to enquire into the crew system on the East Indian Railway and to report whether the expenditure on it was justified by the results. The recommendations of the Committee were considered during the year under review and a new system of checking tickets based on their recommendations were introduced on the East Indian Railway on the 1st June, 1931, as an experimental measure, in the first instance. Under the new system ticket collectors are posted at stations and it is their duty to prevent people without tickets from entering station platforms. There are also Travelling Ticket Examiners whose duty it is to detect, when in a train, persons who have succeeded in evading the Ticket Collectors or in getting on to a station platform without tickets. The main difference between the new system and the system of Travelling Ticket Inspectors previously in force is that under the old system the number of Travelling Ticket Inspectors was small and each Inspector was allowed, generally, to exercise his discretion as to the trains by which he should travel, with the result that on many trains there was no checking of tickets *en route*, whereas under the new system two men are deputed to travel by each train to check tickets *en route*.

The new system was reported to be working satisfactorily, and its adoption as a permanent measure on the East Indian Railway was reserved for decision after a little longer experience had been gained of its working. The Railway Board also had under consideration the question of introducing on the other State-managed Railways a system of ticket checking generally on the lines of that adopted on the East Indian Railway, with such modifications as the local conditions peculiar to each railway would render necessary.

49. Road Motor Competition.—In spite of the measures adopted by railways, some of which were mentioned in the last year's report, to combat the competition from road motor transport to which they have been subjected for some years, the competition has been steadily growing. It became more and more apparent during the year under review that the competition, which is detrimental to railway interests, and which often entails an unnecessary duplication of transport facilities would soon assume serious proportions if steps were not taken to control its growth. The whole matter is a complicated one involving the co-ordination of various conflicting interests and has been receiving the careful attention of the Government of India, who, towards the close of the year, were considering the appointment of a small technical committee to enquire into the extent of this competition in the various provinces of India, and to collect other relevant data, to enable the Government to formulate a policy for the future which would secure as far as possible a co-ordinated development of road and rail transport facilities.

50. Wagon position.—The general trade depression continued in an intensified form throughout the year with the result that the available wagon supply was at no time in full demand. Loading of coal on the Bengal Nagpur and East Indian Railways was however brisk during the period 15th

December, 1931 to the 14th January, 1932, but this was a purely temporary phase due mainly to advance despatches to avoid the 15 per cent. surcharge on freight for the carriage of coal, coke and patent fuel levied from the 15th January, 1932.

The total number of wagons loaded during the year recorded a fall of approximately 330,000, or a decrease of 8.27 per cent. as compared with the previous year. Coal despatches during the year under review were approximately 1,390,000 tons, i.e., 7.49 per cent. less than in the previous year. On account of slack traffic, no difficulty was experienced at any time in meeting indents in full.

51. Neutral examination of interchanged wagon stock.—The system of neutral examination at Junctions of Interchanged wagons by staff working under the Director of Wagon Interchange continued at the following junctions :—

New Delhi.	Waltair.
Ghaziabad.	Khanalampura.
Ajni-Nagpur.	Chheoki.
Raichur.	*Agra Cantonment.

Repairs by neutral staff at Chheoki and Khanalampura was carried out for six months as an experimental measure as referred to in last year's report but the scheme was discontinued as it proved disadvantageous in practice.

52. Debits for damages and deficiencies.—The debits raised for damages and deficiencies on wagons interchanged at junctions under neutral control show an increase over the previous year's figures, which is chiefly due to the scale of charges for damaged body and floor plates having been enhanced. The figures are :—

	Number of wagons inter- changed.	Debit per wagon. Rs. A. P.
1930-31	857,433	2 10 5
1931-32	744,856	4 12 2

Damaged wagons rejected at neutral junctions represented 1.4 per cent. of the total number of wagons interchanged as against 1.3 per cent. in the previous year.

The test of vacuum braked wagons at neutral junctions was continued during the year and the percentage of wagons penalised for inoperative cylinders to the total dealt with was 2.1 per cent. which shows an improvement over the figure of 5 per cent. during the previous year.

53. Railway Collieries.—The output from the principal railway owned collieries during 1931-32 compares with the previous year's output as follows :—

Colliery.	Owned by	Output (tons).	
		1930-31.	1931-32.
Bokharo Ramgarh	E. I. & B. N.	852,473	641,124
Sawang	E. I. & B. N.	101,471	61,221
Kurhurbaree and Serampore	E. I.	645,198	647,223
Bhurkunda	State	119,382	153,796
Kargali	State	817,582	636,387
Argada	B. N.	295,305	234,016
Jarangdih	B., B. & C. I. & M. & S. M. Railways.	95,401	111,124
	Total .	2,926,812	2,484,891

* With effect from 1st February, 1932, the examination of interchanged wagon stock at Jumna Bridge and Agra East Bank was centralised at Agra Cantonment.

State Railway Collieries.

Bhurkunda Colliery.—The development of the underground workings in the Upper Simana and Kurse Seams made good progress although mechanical coal-cutters were withdrawn from operation owing to restricted despatches. The electrification of the Upper Simana Seam was completed. The ventilation of both seams was improved by means of a fan and ventilation shafts. Plant was maintained in good condition and there was no labour trouble or sickness throughout the year under review.

Kargali Colliery.—The following works were completed during the year under review :—

Endless rope haulage, air shaft, compressor house, staff quarters, the electrification of the liquid oxygen plant and replacement of the weighbridge.

The working of the colliery was satisfactory.

The distribution of the output of these two collieries is given below :—

Colliery.	Seam.	Smithy.	Slack & Dust.	Rubble.	Total.
<i>Kargali.</i>	Tons.	Tons.	Tons.	Tons.	Tons.
Great Indian Peninsula Railway.	343,840	2,432	2,034	74	348,380
East Indian Railway . . .	122,928	...	13,598	...	136,526
Eastern Bengal Railway . . .	146,123	...	...	...	146,123
North Western Railway . . .	...	...	890	...	890
Miscellaneous	...	...	4,468	...	4,468
Total	612,891	2,432	20,990	74	636,387
<i>Bhurkunda.</i>					
North Western Railway . . .	79,150	...	1,059	...	80,209
East Indian Railway	45,878	...	258	...	46,136
Eastern Bengal Railway . . .	26,696	...	755	...	27,451
Total	151,724	...	2,072	...	153,796

Tonnage of coal inspected by the State Railways' Coal Department.—The State Railways' Coal Department inspected 5,713,282 tons during 1931-32 as compared with 6,584,355 tons in 1930-31 and 6,360,264 tons in 1929-30.

East Indian and Bengal Nagpur Railways joint Sawang Colliery.—Good progress was made in driving out main galleries and forming panels. Conditions underground were greatly improved by the ventilating fan installed in November, 1931.

Hydraulic flushing of coal was installed in the rise galleries and has worked satisfactorily.

East Indian and Bengal Nagpur Railways joint Bokharo Colliery.—Development generally, and removal of overburden, has proceeded satisfactorily. No trouble was experienced from inundation of quarries from adjoining nullahs.

The cost of raising the coal shows a decrease of five annas per ton; Rs. 2-8-6 per ton for the financial year ending 31st March, 1932 as against Rs. 2-13-6 for the previous year.

Bombay, Baroda and Central India and Madras and Southern Mahratta joint Railways Jarangdih Colliery.—The development of this Colliery is almost complete.

The total output during the year under review was 108,420 tons as against 94,979 tons in the previous year.

Bombay, Baroda and Central India and Madras and Southern Mahratta joint Railways Religari Dari Colliery.—As stated in last year's report development of this property has been suspended.

Serampore Colliery.—Incipient fires still exist in some areas, and have to be carefully dealt with. Apart from this difficulty progress and development were satisfactory.

Kurharbaree Colliery.—In spite of difficult and dangerous working conditions in some areas, development was satisfactory.

There was a slight increase in the output of these two collieries and the cost of raising the coal shows a reduction from Rs. 4-6-1 per ton during the last year to Rs. 4-1-1 per ton during the year under review.

The outturn from the by-product plant was:—

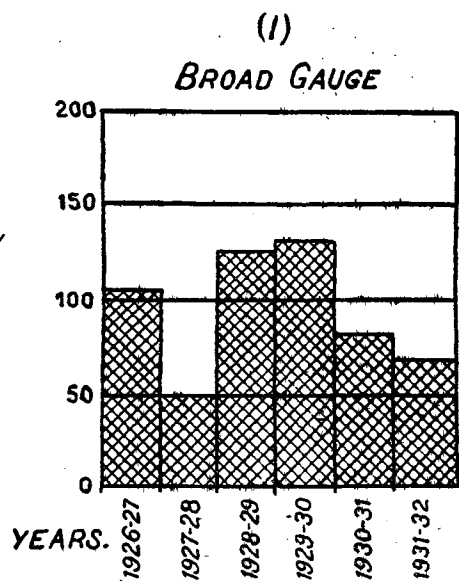
Coke	23,353 tons.
Tar	1,032 „
Sulphate of ammonia	266 „
Sulphuric acid	296 „
Benzol	36,053 gallons.

Bombay, Baroda and Central India Railway Kurasia Colliery.—The construction of the staff quarters, office, hospital, workshops and other buildings as well as the railway siding are well in hand; incline facings are being opened out, and arrangements are being made for the installation of haulage and other mechanical equipment.

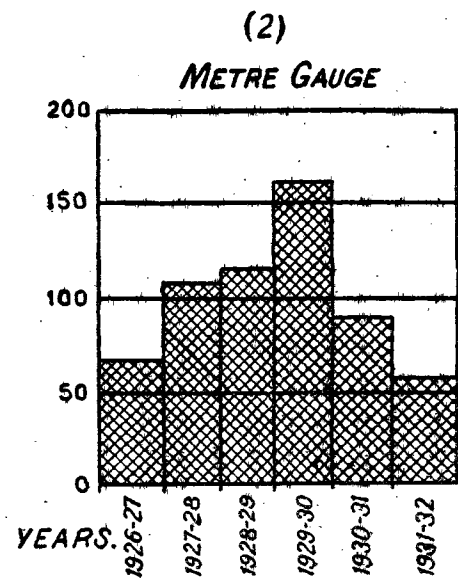
Madras and Southern Mahratta Railway Talcher Colliery.—The output during the year was 25,481 tons. This is expected to increase to 84,000 tons in 1932-33, and 144,000 tons the next year.

Coal mined in India.—In 1931 the coal mined in the various provinces of British India amounted to 20,514,597 tons as against 22,683,861 tons in 1930 or a decrease of 2,169,264 tons.

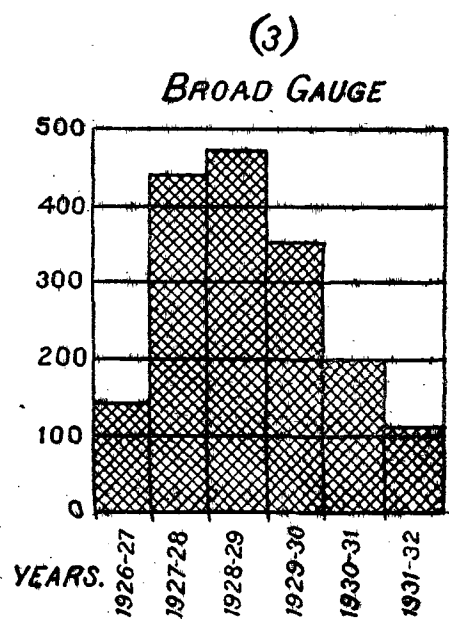
Shipment of coal from Calcutta.—Including Bunker coal shipments from the Port of Calcutta to Indian and Foreign Ports during 1931-32 amounted to 2,832,274 tons of which 534,510 tons were on account of Indian Railways and 164,403 tons for Ceylon Government Railways or a total of 698,913 tons as compared with 823,116 tons in 1930-31. The above represents shipment by sea-going vessels. At the Kidderpore Docks and Garden Reach Coal Berths 62,007 tons of coal were shipped by river boats and flats during the same period.



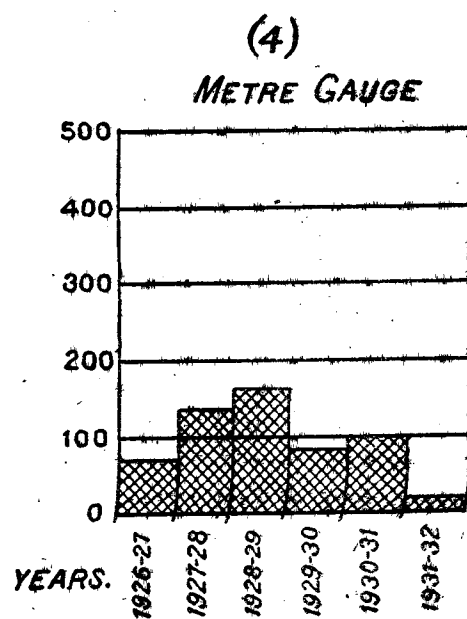
Number of Locomotives provided in the Rolling Stock Programme.



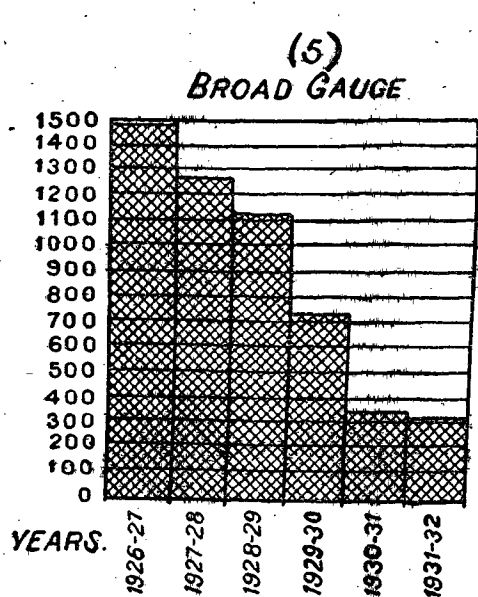
Number of Locomotives provided in the Rolling Stock Programme.



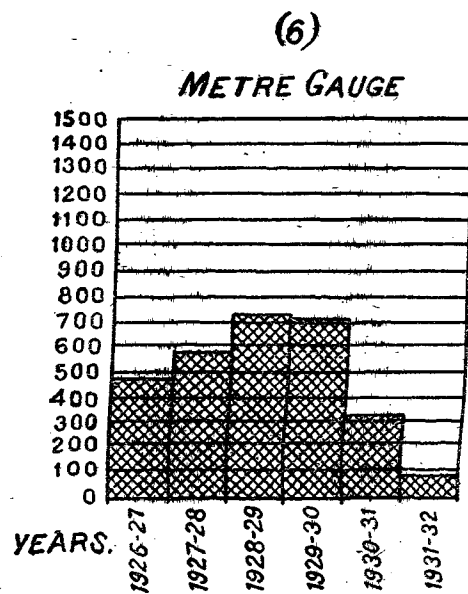
Number of Boilers provided in the Rolling Stock Programme.



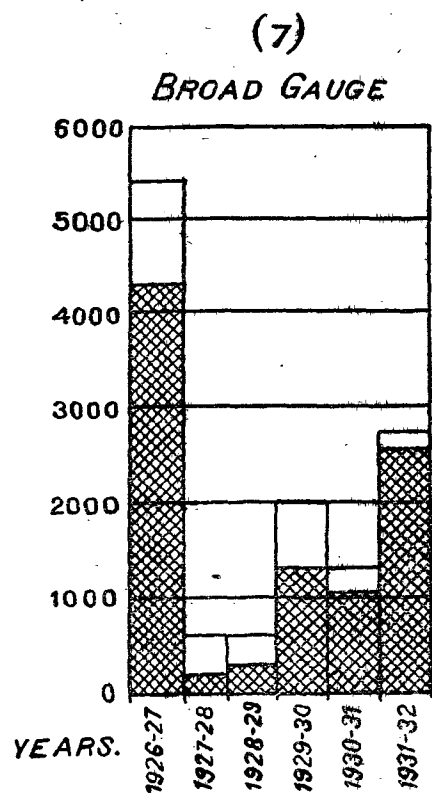
Number of Boilers provided in the Rolling Stock Programme.



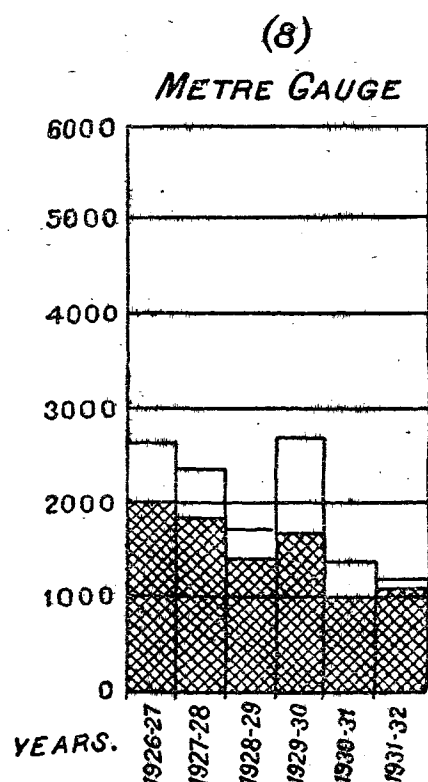
Number of Coaching Stock Units provided in the Rolling Stock Programme.



Number of Coaching Stock Units provided in the Rolling Stock Programme.



General Service & Other Types of Wagons in Units provided in the Rolling Stock Programme.



General Service & Other Types of Wagons in Units provided in the Rolling Stock Programme.

General Service Wagons shown thus

Other Types shown thus



CHAPTER V.

ROLLING STOCK AND MATERIALS.

54. Additions to equipment.—During the year the following rolling stock (including arrears brought forward from previous years), was on order for broad and metre gauge railways respectively as follows:—

<i>Item.</i>	<i>Broad Gauge.</i>	<i>Metre Gauge.</i>
Locomotives	86	100
Coaching Stock	1,076	764
Goods Stock	*3,206	1,623

Those actually placed on the line by the end of the year were as follows:—

<i>Item.</i>	<i>Broad Gauge.</i>	<i>Metre Gauge.</i>
Locomotives	79	68
Coaching Stock	553	512
Goods Stock	2,672	1,323

55. The numbers of coaching and goods stock shown in the preceding paragraph are stated in terms of four-wheelers, a bogie being reckoned as two four-wheelers. These figures do not, however, represent the actual net additions to rolling stock as they include stock built in replacement of existing engines and vehicles which had reached the end of their useful life.

For instance, no broad and metre gauge locomotives were obtained as additions and the number of broad gauge locomotives at the end of the year was 47 less than at the beginning, due to 126 being scrapped during the year, of which only 79 were replaced. On the metre gauge, the number of locomotives at the end of the year was 14 less than at the beginning, 82 being scrapped during the year, 68 of which were replaced. The average tractive effort per engine rose in the course of the year from 24,424 lbs. to 24,848 lbs. on the broad gauge and from 14,260 lbs. to 14,574 lbs. on the metre gauge.

Coaching vehicles.—503 old type broad gauge carriages were replaced during the year by modern vehicles and 50 carriages were added to the stock. On the metre gauge, 434 carriages were replaced during the year by modern vehicles of higher capacity and 78 were added to the stock.

Wagons.—2,391 broad gauge wagons were replaced during the year and 281 broad gauge wagons were added to the stock. The total carrying capacity increased by 17,595 tons. On the metre gauge 1,579 wagons were scrapped during the year, 1,323 of them being replaced. There was an increase of 6,739 tons in tonnage capacity of metre gauge wagons during the year, in spite of a decrease of 256 in the number of vehicles.

56. The graphs on the opposite page show the total number of locomotives, boilers, carriages and wagons provided for in the programmes of Class I railways during the past six years. These figures include replacements and renewals.

57. Supply of rails and fish plates from indigenous sources.—During the year under review orders amounting to approximately 79,203 tons of rails and 3,037 tons of fish plates were placed with the Tata Iron and Steel Company. In this tonnage is included an order for the supply of 16,665 tons of 115 lbs. section rails for the East Indian and Eastern Bengal Railways.

58. Development of the use of indigenous timbers for carriage building.—The modifications made in the X-type Sturtevant seasoning kilns

* 350 of these were actually placed on the line in 1930-31 but were not included in the figures shown in the 1930-31 Report.

at Lillooah, East Indian Railway, have given satisfactory results. The amount of air circulating in the chambers has greatly increased and distribution is more uniform than before. During the year indigenous timber, seasoned in these kilns, was employed in nearly 300 coaches on the East Indian Railway, and many of these are now passing through shops for periodical overhaul after 12 months running and, in every case so far, the timber has been reported upon as satisfactory.

As construction programmes generally were curtailed, for the sake of economy, a higher percentage of the timber used was employed on repairs, which led to an increased use of cheaper indigenous timber. On the North Western Railway 77 per cent., and on the East Indian Railway 69 per cent., of the timber used was of various species other than teak.

The total amount spent on timber, other than sleepers, by Class I Railways (excluding His Exalted Highness the Nizam's State Railway and the Jodhpur Railway) during the year was Rs. 37.99 lakhs compared with Rs. 84.50 lakhs in 1930-31.

59. Wooden Sleeper Purchase Organisation.—The total purchases of wooden sleepers during the last two years were:—

	1930-31.	1931-32.
	<i>(Lakhs of sleepers.)</i>	
<i>Broad Gauge</i>	15.04	21.34
<i>Metre Gauge</i>	11.47	11.47
<i>Narrow Gauge</i>	1.31	1.30

The increase under broad gauge sleepers is due to construction requirements on the East Indian and North Western Railways, which amounted to about 4 lakhs of sleepers. That the demands for renewals were reduced to the minimum for the sake of economy is confirmed by the fact that purchases of wooden sleepers, for construction and renewals, during the quinquennium 1927-28 to 1931-32 averaged 21.89 broad gauge and 13.54 metre gauge. The total number of wooden sleepers in the line, on Class I Railways (excluding Burma) was on March 31st, 1932:—

<i>Broad Gauge</i>	27,854,000
<i>Metre Gauge</i>	22,929,000

which, assuming an average life of 15 years, means an annual demand, for renewals only, of approximately 18½ lakhs broad gauge and 16 lakhs metre gauge sleepers.

The relative position of wooden sleepers in Class I Railways in India compared with other kinds of sleepers is shown by the following percentages, based on the total number of sleepers in the track:—

Class I—Indian Railways.	Wood.	Cast iron.	Steel.	Other kinds.
<i>Broad Gauge—</i>				
1928-29	45.8	38.7	15.1	0.4
1929-30	44.2	38.6	16.8	0.4
1930-31	43.9	38.6	17.1	0.4
<i>Metre Gauge—</i>				
1928-29	74.5	6.7	18.6	0.2
1929-30	73.3	6.5	20.0	0.2
1930-31	73.3	6.1	20.4	0.2

No wooden sleepers were imported from abroad, and no orders could be placed in Burma as the reduced requirements were available in India at lower prices. *Sal* sleepers from Nepal and from the Eastern Group area were obtained, respectively, at Rs. 7.4 and Rs. 6.12 for broad gauge, and Rs. 2.14 and Rs. 2.12 for metre gauge sizes.

In the Northern Group prices for timber fell generally and in January, 1932 negotiations were entered into to arrange for three-year contracts, to take effect after June 30th 1933, when the five-year contracts expire, as follows:—

<i>Lakhs per annum.</i>	Price. Rs. as.
3·20 Deodar Broad Gauge Sleepers	4 12
1·00 Kail Broad Gauge Sleepers	3 8
1·70 Chir Broad Gauge Sleepers	3 2

These prices compare with the prices in the five-year contracts as follows:—

	Rs. as.
Deodar	6 8
Chir	3 8
Fir	3 4

At Dhilwan on the North Western Railway the following soft wood sleepers were impregnated with a mixture of 40 per cent. creosote and 60 per cent. liquid fuel.

	Fir.	Chir.	Kail.
Number of Broad Gauge Sleepers .	141,398	240,813	73,205
Average absorption	14·1 lbs.	14·8 lbs.	14·1 lbs.

The actual cost of treated sleepers, including all charges, was:—

	Rs. as. p.
Treated chir	5 1 1
„ fir	4 9 10
„ kail	4 13 0

The treating plant at Naharkatya, Assam Bengal Railway, had an output of about 2 lakhs of treated sleepers which were divided equally between the Assam Bengal and Eastern Bengal Railways.

The total amount spent on wooden sleepers on Class I Railways (excluding His Exalted Highness the Nizam's State Railway and the Jodhpur Railway) was Rs. 1·59 crores compared with Rs. 1·75 crores in 1930-31.

No meeting of the Sleeper Pool Committee was held during the year as the annual meeting of Chief Engineers was cancelled.

60. Value of railway materials purchased.—The value of stores purchased by Class I Railways (excluding His Exalted Highness the Nizam's State and Jodhpur Railways, which are mainly the property of Indian States) decreased from Rs. 23·75 crores in 1930-31 to Rs. 15·99 crores in 1931-32 amounting in all to a decrease of Rs. 7·76 crores. Of this Rs. 4·93 crores were accounted for under "Imported Materials" and Rs. 2·83 crores under "indigenous materials". This decrease is due to economies effected by railways and is accentuated by a general fall in market prices. The statement below shows the items under which purchases decreased, the noticeable items being—

	Rs. (in lakhs.)
Rolling stock	315
Tools and Stores	194
Permanent-way	37
Electric plant	53
Building and station materials and fencing and	28
Other materials	103

Under the indigenous materials the principal items of decrease were—

	Rs. (in lakhs.)
Rolling stock	40
Tools and Stores	80
Permanent-way and	46
Other materials	110

Heading.	VALUE OF IMPORTED MATERIALS.			Value of indigenous materials.	Total purchases 1931-32.	Total purchases 1930-31.
	Purchased direct.	Purchased through Agents in India.	Total imported materials.			
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Rolling-stock	1.90	0.82	2.72	0.57	3.29	6.44
Tools and stores	0.28	1.62	1.90	1.84	3.74	5.68
Permanent-way	0.05	0.23	0.28	3.40	3.68	4.05
Electric plant	0.11	0.70	0.81	0.06	0.87	1.40
Building and station materials and fencing	0.02	0.17	0.19	0.10	0.29	0.57
Bridge work	...	0.08	0.08	0.07	0.15	0.32
Workshop machinery	0.05	0.21	0.26	...	0.26	0.46
Engineer's plant	0.03	0.09	0.12	0.02	0.14	0.23
Other materials*	...	0.28	0.28	3.29	3.57	4.60
TOTAL	2.44	4.20	6.64	9.35	15.99	23.75

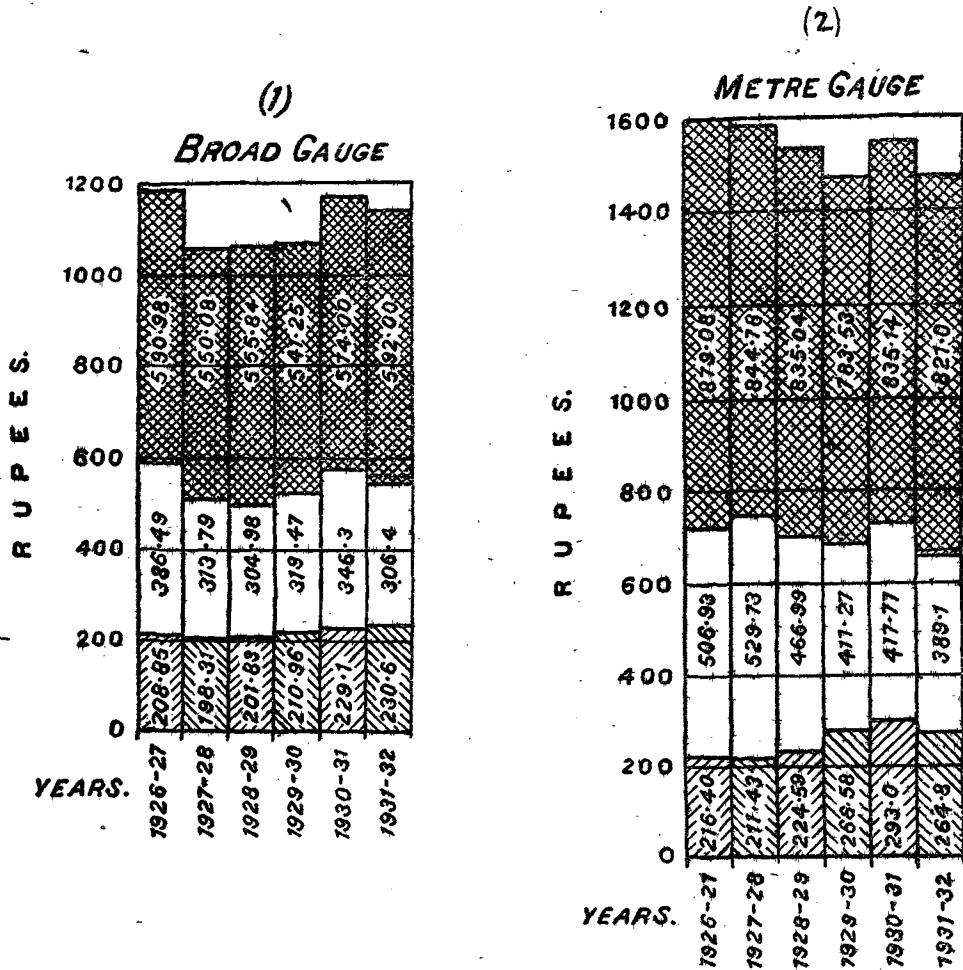
* Other materials consist of coal and coke, stone, bricks, lime and ballast, etc.

61. Purchase of Stores by Railways through the Indian Stores Department.—The total value of stores purchased by railways through the Indian Stores Department during the year amounted to Rs. 126.14 lakhs of which 16.92 lakhs represented the value of "textile and leather materials" and Rs. 109.22 lakhs that of "engineering, hardware and miscellaneous stores". The list of items the purchase of which by State-managed Railways through the Indian Stores Department is obligatory was revised so as to remove certain ambiguities which had been brought to the Railway Board's notice and a number of articles including certain technical stores, such as standard bridge girders, locomotive boiler tubes, superheater flues, etc., were added to this list. The question of making further additions to the list is under consideration. The value of purchases made through the Indian Stores Department, however, dropped from Rs. 127.98 lakhs in 1930-31 to Rs. 126.14 lakhs in the current year. This decrease is chiefly due to the fall in market prices and to the efforts made by railways to reduce their purchases to the utmost possible limit consistent with efficiency in view of the existing financial stringency. A comparison of the total value of stores purchased by railways during recent years with the value of purchases made by them through the Indian Stores Department during the same period will show that there has been a considerable increase in the percentage of such purchases.

62. Dynamometer Car.—At the beginning of the year, the Great Indian Peninsula Railway received the new Dynamometer Car, which has

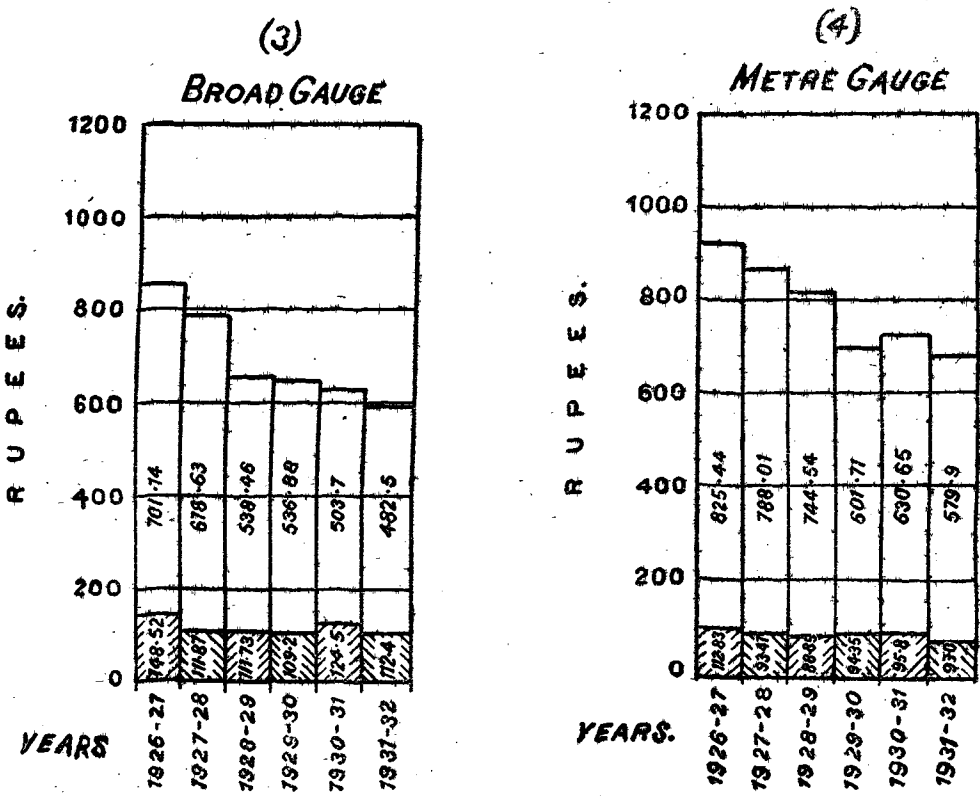
Running Repairs shown thus 
 Workshop Repairs shown thus 
 Operating Expenses shown thus 

COST OF MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER PER 1,000 GROSS TON MILES.

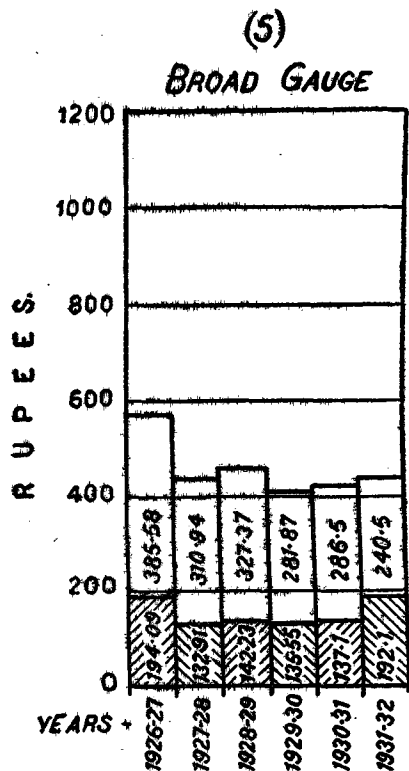


COACHING VEHICLES.

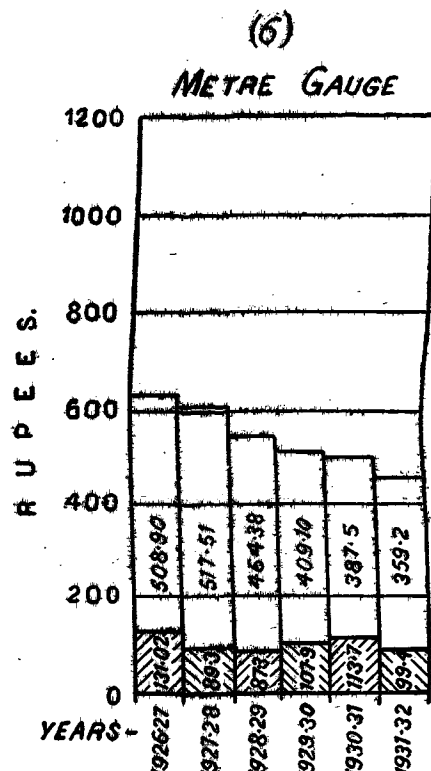
COST OF MAINTENANCE AND OPERATION OF CARRIAGE AND WAGON STOCK PER 1,000 GROSS TON MILES.



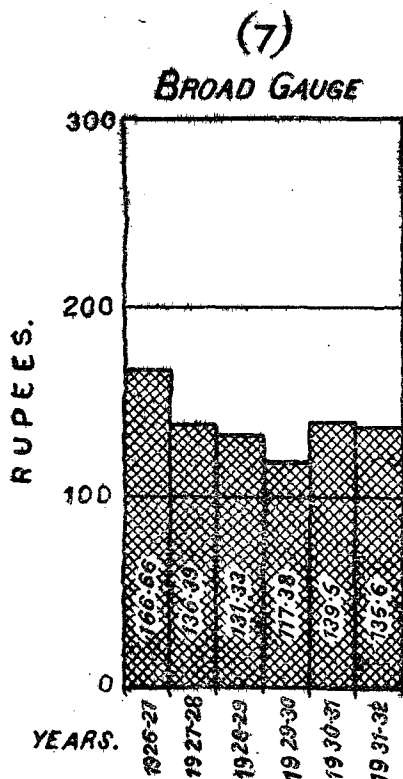
Running Repairs shown thus 
 Workshop Repairs shown thus 
 Operating Expenses shown thus 



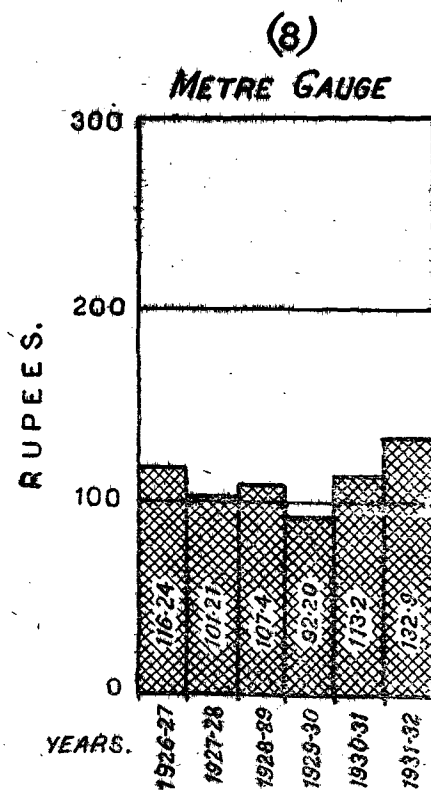
GOODS VEHICLES.
 Cost of Maintenance and Operation of Carriage and Wagon Stock per 1,000 Gross Ton Miles.



GOODS VEHICLES.
 Cost of Maintenance and Operation of Carriage and Wagon Stock per 1,000 Gross Ton Miles.



OPERATING EXPENSES.
 Cost of Operation of Carriage and Wagon Stock per 1,000 Gross Ton Miles.



OPERATING EXPENSES.
 Cost of Operation of Carriage and Wagon Stock per 1,000 Gross Ton Miles.

been described in the technical press both in England and on the Continent, as the most complete dynamometer car in the world.

The Car has been used on trials to determine the economies possible from burning low grade Central Provinces coal in locomotives employed on certain sections of the Great Indian Peninsula Railway. It has also been used to carry out oscillation tests with various types of Indian Railway Standard engines, and has done useful work on comparative trials with XD and B. E. S. A. 2-8-0 class engines on that railway.

Towards the close of the year the dynamometer car was put to work on the North Western Railway and used for comparative trials with XS1 and XS2 class engines running on that system. These engines are fitted with the Caprotti and Lentz poppet valve Gears respectively and the data obtained from these trials will prove most useful for determining the economies in operation which can be expected from the introduction of these special types of valve gears.

63. Cost of maintenance and supply of locomotive power and cost of maintenance and operation of carriage and wagon stock.—The results obtained during the year under review and the five previous years in regard to the cost of maintenance and supply of locomotive power under the three major heads of accounts (running repairs, workshop repairs and operating expenses) and also of the cost of maintenance and operation of carriage and wagon stock, per 1,000 gross ton miles for both broad and metre gauges of the Class I Railways in India, are reproduced in graphic form.

64. Central Standards Office.—During the year under review, the Mechanical Drawing Branch of the Central Standards Office issued to railways complete sets of standard drawings of track tools and also of water columns and other hydraulic fittings. Standard drawings of signal and interlocking fittings were also issued and standard wagon part number drawings and standard detail drawings for coaching vehicle bodies were under preparation.

In the Structural Drawing Branch of the Central Standards Office, the drawings of metre gauge standard plate girder (square) spans were completed during 1931-32, and investigations and preliminary sketches showing the method to be adopted to convert these standard plate girder spans to skew spans, were in hand.

Designs for seven track layouts for Broad and Metre gauge with rails varying from 115 lb. section to 60 lb. section were completed, and preliminary designs for standard broad gauge steel sleepers for the above layouts were undertaken.

Standard designs of fish plates and fish bolts were revised and designs for standard dogspikes and bearing plates were prepared.

65. Locomotive Standards Committee.—The Locomotive Standards Committee met once in November, 1931.

In addition to dealing with further minor modifications in the design of standard locomotives necessitated by experience in the use of these locomotives in service; the Committee prepared designs for the ZF class, 2' 6" gauge locomotive for service on the Kalka Simla section of the North Western Railway. The Committee also drew up standards for electric headlight equipment. Further they recommended the Caprotti and Lentz R. C. Gears being fitted to standard engines as permissible alternatives to the existing valve gears.

66. Carriage and Wagon Standards Committee.—The Carriage and Wagon Standards Committee also met once in November, 1931. The Committee inspected a sample proposed standard upper class composite coach, built by the Great Indian Peninsula Railway and suggested certain modifications for incorporation in the design.

Standard specifications were prepared for electric fans and train lighting batteries, and suggestions were made for a suitable turbo generating equipment for the lighting of 2' 6" gauge passenger stock. This Committee

examined the preliminary design for steel coaching vehicles and designs for new steel parcel vans.

67. Bridge Standards Committee.—Two meetings were held during the year 1931-32, one in July, 1931 and another in March, 1932.

At the first of these meetings the question of bridge impacts was further considered and by an examination of existing records it was possible for the Committee to make recommendations resulting in substantial economies in the maintenance of existing short span bridges. These recommendations included the extension of the 25 per cent. overstress rule from spans limited to 40' to spans limited to 80'; the inclusion of an impact factor depending on speed: an increase in rivet bearing values and a special concession in impact values when rail joints were removed from a span.

The question of revising the impact factor on new short spans was left over pending the collection of further data—but the position was advanced by a definite conclusion being reached that many of the records taken by stress recorders showed exaggerated impact effects and were therefore unreliable. Methods were devised to eliminate this exaggeration and it is anticipated that when the series of experiments then proposed is completed a sound case for a substantial reduction in impact allowances on short spans will emerge.

At this meeting also standard drawings for metre gauge standard spans of 60' and under were examined and final recommendations made preparatory to their being issued as standards.

At the second meeting held in March, 1932 little further advance in respect of the impact question was made in the absence of new experimental evidence, but the Committee were able to recommend important advances as to working stresses both in truss and plate girders. These recommendations have an important bearing on the cost of new steel-work—the recommendations of the previous committee meeting having dealt chiefly with existing steelwork. At the same meeting permissible stresses in electric weld metal were advanced as a result of practical experiences obtained from work in India.

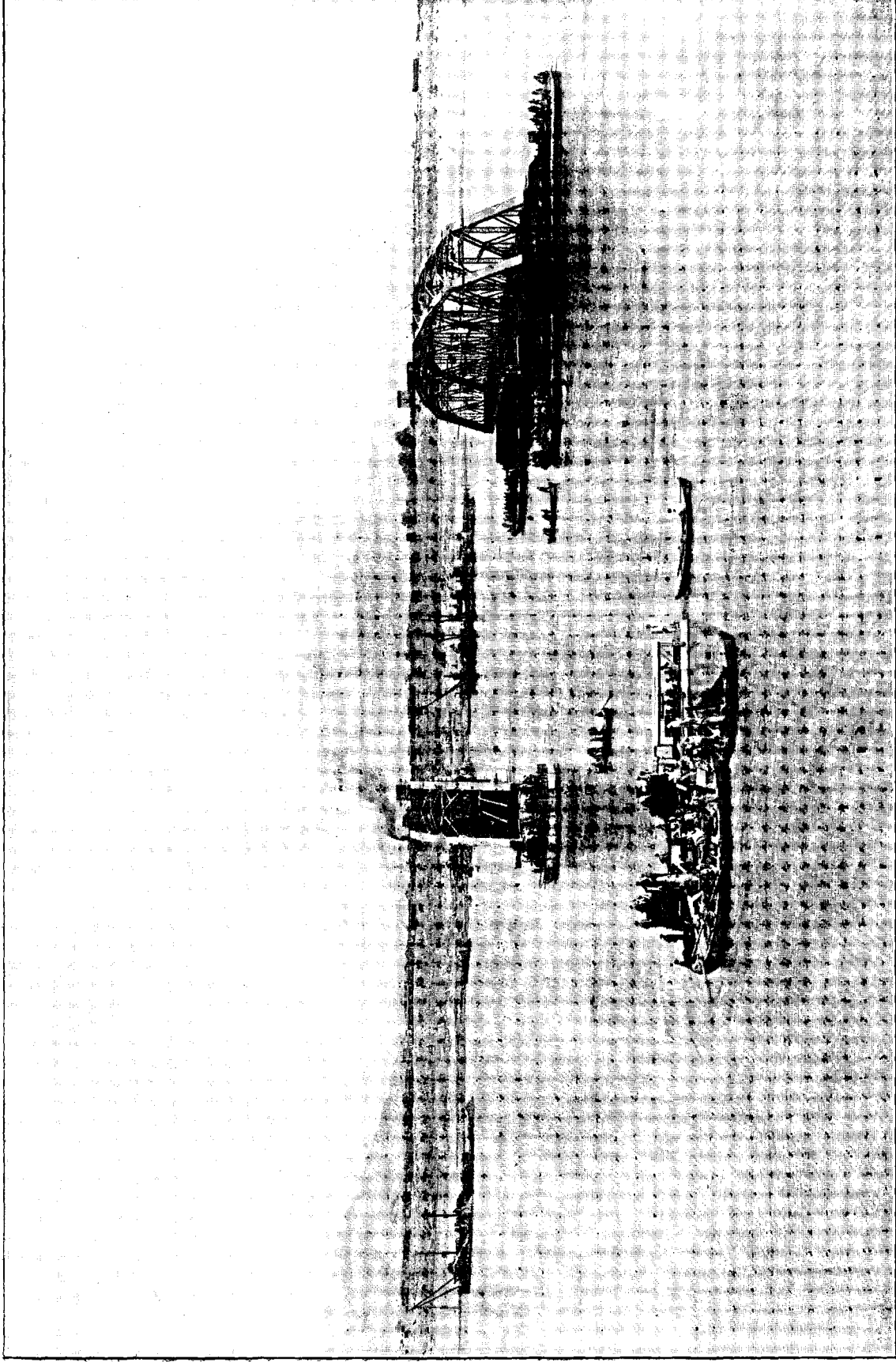
The question of Highway loads for road overbridges was thoroughly examined and tables and curves were prepared and circulated to other authorities interested. It is hoped in the near future to obtain general agreement to these proposals and to secure their adoption for trunk road bridges all over India.

68. Track Standards Committee.—The Track Standards Committee met twice during the year. At the first meeting in August, 1931 attention was directed towards methods of reducing the costs of production of standard track assemblies. While the standardised assemblies were designed for fast main line traffic it was decided that alternative cheaper assemblies should also be prepared for use on branch lines where axle loads were as great but speeds were lower. Certain other modifications in assembly parts were made including revised designs for fish plates whereby increases in strength amounting in some cases to 30 or 40 per cent. were obtained with little or no increase in weight.

The Committee met again in February, 1932 and examined the question of the design of a number of minor permanent-way parts. Cheaper types of fish bolts and slide chairs for over-riding switches were considered cheaper and more convenient types of M. S. bearing plates, to fit any rail down to a 40 lb. section were designed. Other questions examined included the behaviour in the track of chrome steel rails and over-riding switches and fractures of ordinary switch stock rails.

Designs of head-free fish plates were examined and proposals were made to experiment with this type on 90 lb. rails on a moderately large scale. The reports from Canada of improved running and long life obtained by the use of this type of plate hold out considerable promise for its success. Efforts

NORTH WESTERN RAILWAY.



Kalabagh Bridge, Floating Span No. 6 in position.

to obtain a satisfactory type of welded rail joint were continued but weakness under the drop test still remains the main difficulty to be overcome.

A method was worked out and is now under consideration to simplify the employment of steel sleepers under track assemblies.

Data relating to the actual hammer blow produced by about 70 locomotives on various railways in India were collected and a revision of the existing practice of estimating track stresses on the basis of the heaviest static axle load was further examined.

CHAPTER VI.

STAFF.

69. Number of staff.—The total number of employees on all Indian Railways and in the office of the Railway Board and other offices subordinate thereto (excluding staff employed on construction) at the end of the year 1931-32 was 730,219 as compared with 781,859 at the end of 1930-31. The increase in route mileage during the same period was 533 miles. The following table shows the number of employees by communities on the 31st March 1931 and 1932. A similar statement showing details by railways is given as Appendix C of Volume II of the Report by the Railway Board on Indian Railways for 1931-32.

Date.	Europeans.	INDIANS.					GRAND TOTAL.
		Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Other classes.	Total.	
31st March, 1931	4,773*	554,001*	172,975*	14,267*	35,843*	777,086*	781,859*
31st March, 1932	4,516	519,819	157,714	13,544	34,626	725,703	730,219

* The figures with asterisk represent revised figures due to minor corrections made in the figures published last year.

70. Cost of staff.—The following statement shows the number and cost of all staff, superior and subordinate (including labourers), permanent and temporary, open line and construction, employed on Class I Railways during the years 1930-31 and 1931-32. Contractors' labour is not included.

Railway Systems.	Year.	NUMBER OF STAFF ON 31st MARCH.						COST OF STAFF.		
		OPEN LINE.			CONSTRUCTION.			Gazetted Officers.	Non-gazetted employees.	TOTAL.
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.			
1	2	3	4	5	6	7	8	9	10	11
								Rs.	Rs.	Rs.
Assam Bengal	1931	69	16,335	16,404	4	693	687	11,30,552	63,77,651	75,08,203
	1932	70	16,088	16,158	1	47	48	10,66,563	60,87,143	71,53,706
Bengal and North-Western.	1931	68	27,757*	27,825*	Nil*	Nil*	Nil*	11,73,223*	67,43,554*	79,16,777*
	1932	68	26,604	26,672	Nil	Nil	Nil	11,60,554	67,58,486	79,19,040
Bengal Nagpur	1931	210*	71,076*	71,286*	9	1,130	1,139	37,80,454	3,03,43,143	3,41,23,597
	1932	210	68,927	69,137	2	2,193	2,200	38,21,862	2,98,89,783	3,37,11,645
Bombay, Baroda and Central India.	1931	183	71,684	71,867	5	677	682	31,15,118	4,37,74,214	4,68,89,332
	1932	171	66,893	67,064	2	348	351	29,96,292	4,06,12,016	4,30,08,308

NOTE 1.—The figures with asterisk represent revised figures for 1930-31 due to changes made by the railway administrations in the figures published last year.

NOTE 2.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.

Railway Systems.	Year.	NUMBER OF STAFF ON 31st MARCH.						COST OF STAFF.		
		OPEN LINE.			CONSTRUCTION.			Gazetted Officers.	Non-gazetted employees.	TOTAL.
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.			
1	2	3	4	5	6	7	8	9	10	11
								Rs.	Rs.	Rs.
Burma	1931	115	26,994*	27,109*	4	138	142	19,90,816	1,38,44,735	1,58,35,551
	1932	108	25,204	25,312	3	93	96	18,85,342	1,30,05,563	1,48,40,905
Eastern Bengal	1931	120*	53,627	53,756*	5	1,312	1,317	23,68,566*	2,46,30,488*	2,69,99,054*
	1932	120	48,823	48,952	5	1,223	1,228	21,26,296	2,37,40,200	2,58,66,496
East Indian	1931	324	141,618	141,942	13	2,991	3,004	48,35,266*	6,35,76,830*	6,84,1,2096*
	1932	314	128,066	128,380	5	2,132	2,137	44,94,198	5,55,69,270	6,00,63,468
Great Indian Penin- sula.	1931	228	96,115	96,343	2	58	60	46,61,766*	5,33,51,049*	5,80,12,815*
	1932	225	89,205	89,430	Nil	Nil	Nil	42,42,957	4,64,51,764	5,06,94,721
Jodhpur	1931	21	7,539	7,560	1	72	73	3,25,848	24,85,226	28,11,074
	1932	20	6,592	6,612	1	159	160	3,49,349	23,28,200	26,77,549
Madras and South- ern Mahratta.	1931	147	52,808*	52,955*	3	2,271*	2,274*	25,70,787	2,41,44,676	2,67,15,463
	1932	147	50,950	51,097	3	2,404	2,407	25,24,615	2,26,07,607	2,51,32,222
Nizam's State	1931	48	17,777	17,825	5	425	430	9,05,676	57,66,543	66,72,219
	1932	49	16,082	16,131	4	544	548	9,39,365	58,13,853	67,53,218
North Western	1931	280*	116,193*	116,473*	26	3,979*	4,005*	43,50,600*	6,30,65,000*	6,74,15,006*
	1932	253	108,182	108,435	6	766	772	43,10,006	5,85,79,000	6,28,89,000
Rohilkund and Kumaon.	1931	16	6,130	6,146	Nil	Nil	Nil	2,12,926	15,12,163	17,25,089
	1932	15	5,754	5,769	Nil	Nil	Nil	2,51,475	15,87,938	18,39,413
South Indian	1931	139*	39,149	39,288*	13	437	450	21,47,695	1,80,19,269	2,01,66,964
	1932	134	37,615	37,749	9	250	259	20,90,873	1,70,26,210	1,91,17,083
TOTAL	1931	1,977*	744,802*	746,779*	90*	14,173*	14,263*	3,35,68,693*	35,76,34,541*	39,12,03,234*
	1932	1,913	694,985	696,898	41	10,165	10,206	3,22,09,741	32,94,57,033	36,16,66,774

NOTE 1.—The figures with asterisk represent revised figures for 1930-31 due to changes made by the railway administrations in the figures published last year.

NOTE 2.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.

The above statement shows that the total number of staff on open line on 31st March 1932 was less by 49,881 than on 31st March 1931, while the total number of staff on construction was less by 4,057. The reduction in the total cost of staff during the year 1931-32 as compared with the preceding year was Rs. 295.36 lakhs.

71. Indianisation.—State-managed Railways.—The following table gives a summary of the permanent recruitment made for gazetted ranks in

the various departments on State-managed Railways during the year under review.

Department.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	FILLED BY					
								Europeans.	Indians.				
									Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Other classes.	Total.
1	2	3	4	5	6 (a)	7 (a)	8	9	10	11	12	13	14
1. Agency	1	...	...	...	1	...	1 (b)	...	...	...	...	...	...
2. Accounts	...	...	3	...	3	2	1	1	...	...	...	...	...
3. Engineering	2	...	9	56	...	...	5	1	2	...	2	...	4
4. Transportation (Traffic) and Commercial.	2	...	12	28	...	...	19	2	6	1	10	...	17
5. Transportation (Power) and Mechanical Engineering.	...	...	10	15	...	...	6	3	...	...	3	...	3
6. Stores Department	2	...	3	...	5	5	...	...	...	...	...	...	...
7. Other Departments	...	...	3	6	...	...	1	...	...	...	1	...	1
8. Total	1931-32	7	...	40	105	...	33	7	8	1	16	...	25
	1930-31	25	1	41	...	67	60	12	20	5	19	4	48
9. Percentage of Europeans to number of vacancies filled.	1931-32	22.0											
	1930-31	20.0											
10. Percentage of Indians to number of vacancies filled.	1931-32	78.0											
	1930-31	80.0											

(a) See note 3.

(b) See note 4.

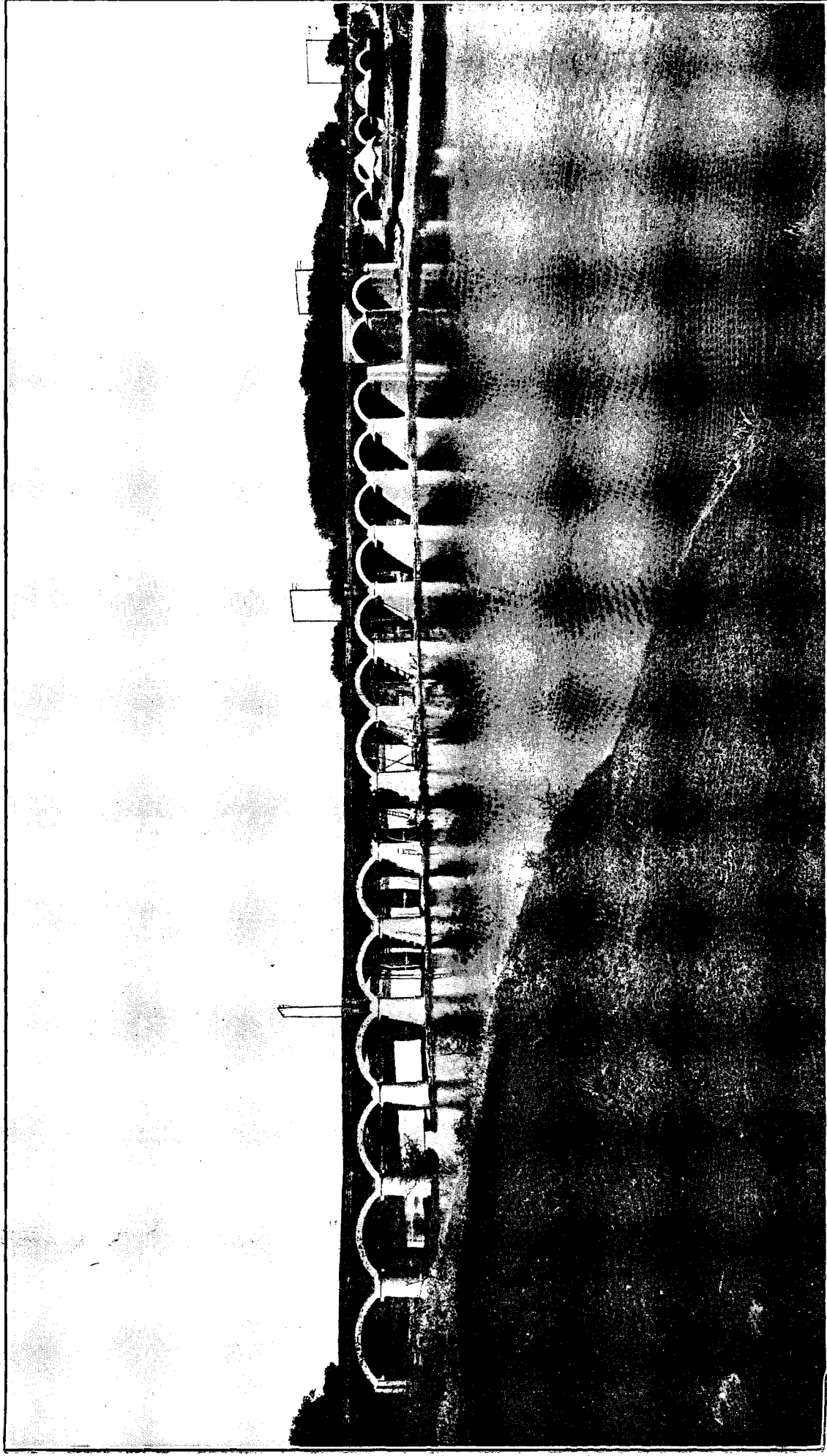
NOTE 1.—It is usual to publish this statement in two parts, one showing the permanent vacancies, and the other the total vacancies, whether permanent or temporary, filled during the year. As during the year under report no temporary appointments were made, the statement is published in one part.

NOTE 2.—Since the primary object of this statement is to show the number of vacancies and how they were filled, an officer whose recruitment was arranged for during a particular year has been regarded as having been appointed during that year, even if he happened to join during the ensuing year.

NOTE 3.—The number of appointments abolished during the year (column 5) is largely due to the withdrawal of the provision made in March 1931 for deputations and for construction projects, surveys and open line programme works from the permanent cadres. As stated in the last report, credit had not been taken therein for the additions made to the cadres on this account from March 1931. Columns 6 and 7 are therefore left incomplete and for the same reason it is not possible to co-relate the figures in column 8 to those in the preceding columns.

NOTE 4.—Since the primary object of this statement is to show the number of new entrants into Gazetted services by race and community, the vacancy in the Agency Department which was filled by transfer of an existing officer from another Department is disregarded for the purpose of columns 9 to 14.

GREAT INDIAN PENINSULA RAILWAY.



Dhapuri Bridge.

72. It will be noticed from the statement that during the year under review the total number of appointments made in the gazetted ranks on State-managed Railways was 32 of which 7 went to Europeans and 25 to Indians, of whom 8 were Hindus, 1 Muslim and 16 Anglo-Indians and domiciled Europeans. The ratio of Indian to European recruitment was 78 to 22. The percentage of Indian recruitment in the various departments was :—

Department.	Per cent.
Accounts	...
Engineering	80.0
Transportation (Traffic) and Commercial	89.5
Transportation (Power) and Mechanical Engineering	50.0
Other Departments	100.0

Among Indian recruits the proportionate recruitment from each community was as shown below :—

	Per cent.
Hindus	32
Muslims	4
Anglo-Indians and domiciled Europeans	64
Other classes	...

The figures in the statement in para. 71 represent recruitment made for gazetted ranks. They exclude promotions from the Lower Gazetted Services to the Superior Services, but on the other hand include appointments made by promotion from the subordinate ranks to the Lower Gazetted Services. In order to work out the recruitment made for the Superior Services it would be necessary to include the former and exclude the latter and on this basis the total recruitment for the Superior Services comes to 20 made up as under :—

Europeans	7
Hindus	7
Muslims	1
Anglo-Indians and domiciled Europeans	5
Total	20

On the basis of these figures the ratio of Indian recruitment for the Superior Services amounts to 65 per cent. The European recruitment includes 3 temporary officers of the Transportation (Power) and Mechanical Engineering Departments recruited in 1927 and confirmed during the year under report. Omitting these, the recruitment to the Superior Services during the year would be 4 Europeans and 13 Indians representing 23.5 per cent. and 76.5 per cent. respectively. It is proposed to increase the ratio of Indian recruitment in subsequent years to make good the deficiency this year.

The above figures do not include the appointment of 6 apprentices, all of Asiatic domicile, recruited in India for the Transportation (Power) and Mechanical Engineering Departments during the year under review. The communities to which these apprentices belong are as follows :—

Hindus	4
Muslims	1
Anglo-Indians and domiciled Europeans	1

73. *Company-managed Railways.*—The following tables give a summary of the recruitment made for the superior services on Company-managed Railways during the year under review : Part I relates to permanent appointments and Part II includes both permanent and temporary appointments. A detailed statement by individual railways will be found in Appendix G of this report.

PART I.

Statement showing the number of **permanent** vacancies filled in the Superior establishments on (Class I) Company-managed Railways, excluding His Exalted Highness the Nizam's State and Jodhpur Railways during 1931-32.

Department.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	FILLED BY					
								Europeans.	Indians.				
									Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. Agency	1	..	2	..	3	2	1	..	..	..	1	..	1
2. Accounts	3	1	6	1	9	1	8	..	3	..	3	..	6
3. Engineering	14	2	12	7	21	16	5	3	3	..	..	..	2
4. Transportation (Traffic) and Commercial	11	..	9	2	13	8	10	3	4	..	3	..	7
5. Mechanical	6	..	13	4	13	9	6	4	1	1	..	..	2
6. Stores Department	4	..	4	2	4	3	1	1	..	..	..	..	..
7. Other Departments	1	..	10	..	13	5	8	6	1	..	..	1	2
8. Total	40	3	56	16	83	44	39	19	11	1	7	1	20
{ 1931-32	25	39	48	4	108	(a) 36	72	32	30	6	1	3	40
{ 1930-31	48.7												
9. Percentage of Europeans to number of vacancies filled. { 1931-32	44.4												
{ 1930-31	51.3												
10. Percentage of Indians to number of vacancies filled. { 1931-32	55.6												
{ 1930-31													

PART II.

Statement showing the **total** number of vacancies filled in the Superior establishments on (Class I) Company-managed Railways, excluding His Exalted Highness the Nizam's State and Jodhpur Railways during 1931-32.

Department.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	FILLED BY					
								Europeans.	Indians.				
									Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. Agency	1	1	2	..	4	2	2	..	..	..	2	..	2
2. Accounts	3	1	6	2	8	1	7	..	..	..	..	..	5
3. Engineering	17	5	17	27	12	20	13	4	3	..	2	..	4(b)
4. Transportation (Traffic) and Commercial	10	..	10	3	17	9	8	3	3	..	2	..	5
5. Mechanical	6	..	13	4	15	9	6	4	1	1	..	..	2
6. Stores Department	3	..	4	2	5	4	1	1	..	..	..	..	2
7. Other Departments	4	..	10	..	14	6	8	6	1	..	..	1	2
8. Total	44	7	62	38	75	51	24	12	7	1	6	..	12
{ 1931-32	39	46	55	35	105	(c) 40	65	25	27	5	5	3	40
{ 1930-31	50.0												
9. Percentage of Europeans to number of vacancies filled. { 1931-32	38.5												
{ 1930-31	50.0												
10. Percentage of Indians to number of vacancies filled. { 1931-32	61.5												
{ 1930-31													

(a) Figures have been revised from 36 to 40 during 1931-32.

(b) The negative figures are due to the large number of temporary engineers' posts abolished during the year. Actually 6 officers were recruited in the Engineering department, of whom 3 were Europeans and 3 Hindus.

(c) Figures have been revised from 40 to 44 during 1931-32.

74. It will be observed from Statement Part I that during the year under review the total number of appointments made in the superior service on Company-managed Railways was 39 of which 19 went to Europeans and 20 to Indians, of whom 11 were Hindus, 7 Anglo-Indians and domiciled Europeans, 1 Muslim and 1 of other communities. As, however, a number of posts were abolished during the year, the net total number of vacancies filled, permanent or temporary, was 24 of which 12 went to Europeans. The total actual appointments filled by Indians were 14, of which 7 were Hindus, 1 Muslim and 6 Anglo-Indians and domiciled Europeans. Against these must be set two appointments which were abolished and which were held by Muslims. The ratio of Indian to European recruitment was 51·3 to 48·7 in respect of permanent appointment and 50·0 to 50·0 in respect of all appointments, whether permanent or temporary. The percentage of Indian recruitment in the principal departments was :—

	Permanent appointments.	Total appointments, permanent or temporary.
	Per cent.	Per cent.
Accounts	75·0	71·4
Engineering	40·0	...
Transportation (Traffic) and Commercial	70·0	62·5
Transportation (Power) and Mechanical Engineering	33·3	33·3

Among Indian recruits the proportionate recruitment from each community was as shown below :—

	Permanent vacancies.	Total vacancies.
	Per cent.	Per cent.
Hindus	55	58·3
Muslims	5	...
Anglo-Indians and domiciled Europeans	35	50·0
Other classes	5	...

75. *Review of the progress made since 1925.*—The following statements will throw further light on the progress made in Indianisation and in the recruitment of the various communities both on State-managed and Company-managed Railways since 1925, as reflected in the relative strength of Europeans and Indians belonging to the various communities: Part I relates to superior staff and Part II to subordinate staff on scales of pay rising to Rs. 250 and over.

Statement of gazetted officers on State-managed Railways and Officers of corresponding rank on Company-managed (Class I) Railways (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 1st April 1925, 1st April 1931 and 1st April 1932.

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

* Anglo-Indians included in other classes in 1925. § Revised figures.

4

PART II.
Statement of subordinates on scales of pay rising to Rs. 250 per mensem and over on Class I Railways (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 1st April 1925, 1st April 1931 and 1st April 1932.

Name of the Railway.	1st April 1925.							1st April 1931.							1st April 1932.							Total number on the Railway (column 21) plus 21).	
	Indians.				Total number on the Railway (column 2) plus 7).	Indians.				Total number on the Railway (column 9 plus 14).	Indians.				Total.	Indians.							
	Europeans.	Hindus.	Muslims.	Anglo-Indians.		Other Classes.	Total.	Europeans.	Hindus.		Muslims.	Anglo-Indians and domiciled Europeans.	Other Classes.	Total.		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Other Classes.	Total.		
State-managed Railways.																							
Burma	28	83	9	198	290	318	318	102	10	263	86	341	341	346	27	92	11	246	64	413	440		
Eastern Bengal	143	106	5	163	274	417	417	182	15	179	10	386	386	400	78	160	12	176	9	357	435		
East Indian	859	300	25	789	1,114	1,973	1,973	494	50	921	21	1,486	1,486	2,088	570	469	46	931	19	1,465	2,035		
Great Indian Peninsula	286	125	29	863	957	1,243	1,243	232	40	737	185	1,194	1,194	1,503	300	233	35	674	184	1,126	1,426		
North Western	401	328	123	378	829	1,230	1,230	350	182	351	21	1,146	1,146	1,433	343	304	190	345	166	1,005	1,348		
Railway Board and miscellaneous offices	*	*	*	*	*	*	*	145	22	27	21	215	215	219	2	113	18	28	15	174	176		
TOTAL	1,717	942	191	2,331	3,464	5,181	5,181	1,505	319	2,478	349	4,751	4,751	5,199	1,320	1,371	312	2,400	457	4,540	5,360		
Company-managed Railways.																							
Assam Bengal	22	23	4	46	73	95	95	31	3	34	8	76	76	96	17	32	3	35	6	76	93		
Bengal Nagpur	333	140	13	403	556	889	889	188	16	434	23	661	661	898	237	196	15	403	22	636	823		
Bombay and North-Western	31	15	2	59	76	107	107	15	7	67	1	90	90	113	18	18	6	66	1	91	109		
Bombay, Baroda and Central India	155	253	25	506	784	939	939	310	36	393	187	926	926	1,060	131	305	33	369	168	875	1,006		
Madras and Southern Mahratta	86	31	1	173	205	290	290	49	1	190	12	251	251	340	83	47	..	180	9	236	319		
Rohilkund and Kumaon	6	5	1	13	19	25	25	7	3	13	1	18	18	24	7	3	1	40	1	45	22		
South Indian	63	73	2	158	233	296	296	94	4	170	8	326	326	321	42	87	5	166	9	267	309		
TOTAL	695	540	48	1,368	1,946	2,641	2,641	690	67	1,301	240	2,298	2,298	2,357	535	688	63	1,229	216	2,196	2,731		
GRAND TOTAL	2,412	1,482	239	3,699	5,410	7,822	7,822	2,195	386	3,779	689	7,049	7,049	9,056	1,855	2,059	375	3,629	673	6,736	8,591		

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

	1925.	§ 1931.	1932.			1925.	§ 1931.	1932.			1925.	§ 1931.	1932.
Europeans	State-managed Railways.	33.14	23.36	22.53	Anglo-Indians and domiciled Europeans.	State-managed Railways.	†	40.13	40.95	State-managed Railways.	†	40.13	40.95
	Company-managed Railways.	26.32	19.57	19.59		Company-managed Railways.	†	45.54	45.00				
	Total.	30.64	22.16	21.60		Total.	†	41.73	42.24				
Hindus	State-managed Railways.	18.18	24.28	23.40	Other classes	State-managed Railways.	†44.99	7.24	7.80	State-managed Railways.	†44.99	7.24	7.80
	Company-managed Railways.	20.44	24.15	25.20		Company-managed Railways.	†51.42	8.40	7.91				
	Total.	18.05	24.24	23.97		Total.	†47.16	7.01	7.34				
Muslims	State-managed Railways.	3.69	5.15	5.32	Total	State-managed Railways.	60.86	76.64	77.47	State-managed Railways.	60.86	76.64	77.47
	Company-managed Railways.	1.62	2.85	2.31		Company-managed Railways.	73.08	30.43	30.41				
	Total.	3.65	4.26	4.36		Total.	69.16	77.84	79.41				

* Not available. † Anglo-Indians included in "Other classes" in 1925. § Revised figures.

76. It will be observed that the Indian element in the superior services has risen from 28·02 per cent. on State-managed and 17·74 per cent. on Company-managed Railways in 1925 to 36·94 per cent. on State-managed and 31·96 per cent. on Company-managed Railways in 1932 by a corresponding reduction in the European element. Among the Indians the percentage increase by communities in 1932 as compared with 1925 is shown below :—

	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1932.	1925.	1932.
Hindus	14·80	21·40	10·30	20·90
Muslims	8·15	4·62	1·12	2·55
Anglo-Indians and others	10·07	10·98	6·32	8·51

77. Turning to the subordinate staff the corresponding figures are as under :—

	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1932.	1925.	1932.
Europeans	33·14	22·53	26·52	19·59
Indians :—				
Hindus	18·18	23·40	20·44	25·19
Muslims	3·69	5·32	1·82	2·31
Anglo-Indians and others	44·99	48·75	51·42	52·91
Total Indians	66·86	77·47	73·68	80·41

78. Representation of Minority Communities in Railway Services.—

This is one of the most difficult problems which the Government of India and the Railway Board have had to deal with from time to time. It has formed the subject of representations to Government and has accounted for a large share of the debates in the Legislative Assembly during the voting on the demands in the annual railway budgets. A comprehensive memorandum on the subject of Muslim representation in the Railway services was prepared by the Railway Board in February 1931 copies of which were circulated to the members of a Muslim deputation which waited on the Hon'ble Sir George Rainy on the 15th of that month. At this meeting and in the course of the debate on the railway budget for the year 1931-32 certain undertakings were given on behalf of Government and in pursuance of one of these, an officer was placed on special duty with the Railway Board in March 1931 with the following terms of reference :—

- “(a) To visit the Headquarters of Railway Administrations and also places on the State-managed Railways and offices under the Railway Board and Financial Commissioner of Railways where recruitment or promotion of non-gazetted employees is made:

and to observe the manner in which these matters are conducted and also the practical application of the rules relating to the training of the subordinate staff.

- (b) To advise and assist the Agents and other controlling authorities in the introduction of such arrangements as may be necessary to secure the fullest compliance with the policy of Government regarding the adequate representation of Muslims and other minority communities in the various classes of non-gazetted establishment, and

- (c) to report on these matters to the Railway Board."

This officer with the assistance of a junior officer made a detailed investigation and in February 1932 submitted a report on the representation of Muslims and other minority communities in the Subordinate Railway Services on the North Western, Eastern Bengal, East Indian and Great Indian Peninsula Railways. Copies of this report were circulated to the Members of the Central Legislature and the statistics marshalled therein attracted animated interest during the debate in the Legislative Assembly on the Railway Budget for the year 1932-33.

The Railway Board have submitted proposals on the recommendations made in the report to the Government of India whose decision is expected shortly. The report was followed three months later by a supplementary report on the representation of Muslims and other minority communities in the workshop establishment on the State-managed Railways in India and the recommendations contained in this report will be considered after the receipt of the Government of India's orders on the main report. In the meantime the new rules for the recruitment of the subordinate staff which were issued during this year and to which we shall soon have occasion to refer make definite provision for the reservation of one-third of the vacancies in each class for the redress of marked communal inequalities and prescribe a specific procedure designed to ensure that the interests of communities inadequately represented in the services are effectively safeguarded at each stage in the process of recruitment.

It is unfortunate that the issue of the new rules of recruitment and the appointment of the officers on special duty synchronized with a campaign of intensive retrenchment on railways necessitated by the serious decline in traffic and other operations of railways. It has not been possible, therefore, to make any tangible progress in securing a fuller representation of communities at present inadequately represented in the service but care has been taken to ensure that all practical steps are taken to see that the unfortunate necessity for reducing staff does not operate to the detriment of such communities.

79. Re-organization of Gazetted Cadres of State-managed Railways.—In our last report we referred to the scheme for the re-organization of the cadres of gazetted services on State-managed Railways involving *inter alia* the institution of a separate cadre for each railway, the provision of a reserve for leave and deputations and for construction projects, surveys and open line programme works, the abolition of the Provincial Engineering and Local Traffic Services and the constitution of a new Lower Gazetted Service in the various branches. The separation of cadres of the older State-managed Railways is a problem involving many intricate adjustments: it will be necessary in arranging postings to the North Western, Eastern Bengal and East Indian Railways to ensure that the vested interests of officers are, as far as possible, protected and that the prospects of advancement of individual officers are reasonably equal, and at the same time to be careful to avoid an unduly large number of transfers. These questions are engaging the attention of the Railway Board who hope to be able to institute separate cadres in the near future. For the rest revised cadres incorporating the other features of the scheme were introduced with effect from the 1st March 1931, but it soon became necessary to review them in order to effect substantial reductions owing to the serious decline in traffic and other operations of

railways and on general grounds of economy. To this aspect of the question we shall revert at a later stage. Here we need only mention that, following the abolition of the Provincial Engineering and Local Traffic Services, 9 officers of those Services were promoted during the year to the superior services and the remainder transferred to the Lower Gazetted Services. It is proposed to consider the case of each officer transferred to the Lower Gazetted Services with a view to the promotion to the superior services in the next few years of those fully qualified for such promotion. As a result of the formation of the Lower Gazetted Services orders were also issued in August 1931 sanctioning the promotion of 33 subordinates to that service.

80. Organization of the Medical Department on State-managed Railways.—The question of re-organising the Medical Department of State-managed Railways has engaged the attention of the Government of India since 1925. Most of the Company-managed Railways including the East Indian, Great Indian Peninsula and Burma Railways recently transferred to the control of the State, had, and retain, a Medical Department of their own. The Medical organization on the older State Railway was, however, not uniform. The North Western Railway was dependent for direct medical service on the Civil Surgeons of the districts traversed and for administrative and consultative advice on the administrative medical officers of the Punjab, Bombay and Baluchistan. Similar arrangements existed on the former Oudh and Rohilkhand Railway, now amalgamated with the East Indian Railway. The Eastern Bengal Railway on the other hand had its own Chief Medical Officer with two District Medical Officers and for the rest depended for direct medical service on the Civil Surgeons.

From their experience of the working of medical organization on the various railways, the Government of India were impressed with the advantages of a special whole time medical staff who would be better informed of the special conditions in which the railway employees had to work, and, therefore, of greater assistance to railway administrations in maintaining the health and efficiency of the railway personnel. Accordingly, and as a sequel to the recommendations made by a senior officer of the Indian Medical Service who had been appointed on special duty to prepare a scheme for a self-contained medical organization for the North Western Railway, a Medical Department is in the course of being organized on that railway. In pursuance of the same policy medical districts have been added to the East Indian Railway in replacement of the collateral system which obtained on the former Oudh and Rohilkhand Railway, now amalgamated with the East Indian Railway, and similar arrangements have been made on the Eastern Bengal Railway.

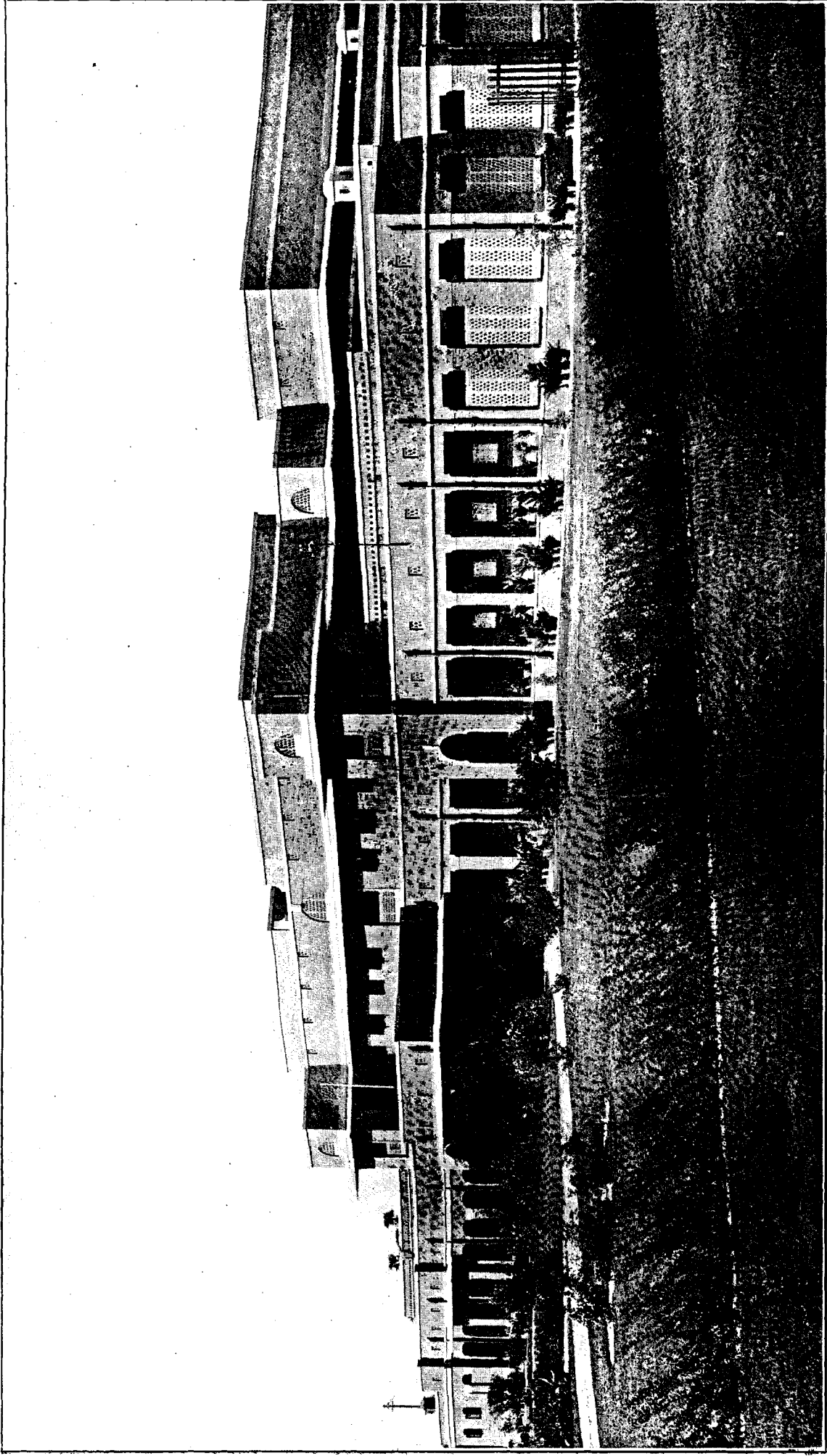
A Medical Department, forming a branch of the Superior Revenue Establishment of State Railways, has thus been established and the Government of India have, with the approval of the Secretary of State, framed and issued in August 1931 rules regulating the recruitment of officers for this department in India and their scales of pay.

81. Rules regarding the recruitment and training of the subordinate staff.—In May 1931 the Railway Board issued rules for the recruitment and training of subordinate staff on State-managed Railways. These rules enunciate important principles to be observed in making recruitment with due regard to the proper representation in the services of minority communities. They also introduce a proper measure of standardisation of procedure in matters of first importance without fettering the discretion of railway administrations in the matter of prescribing rules of procedure in questions of detail and in dealing with exceptional cases on their merits. They apply to the subordinate staff of State-managed Railways in the branches and groups detailed below:—

(I) Transportation (Traffic)—

- (i) Station Masters,
- (ii) Guards,
- (iii) Out door clerks.

EAST INDIAN RAILWAY.



Jamalpur Special Apprentices Hostel.

(II) Commercial—

- (i) Ticket Collectors,
- (ii) Coaching clerks,
- (iii) Goods clerks.

(III) Transportation (Power)—

- (i) Drivers.

(IV) Civil Engineering—

- (i) Permanent Way staff,
- (ii) Signal and Interlocking staff,
- (iii) Works Staff,
- (iv) Bridge Inspectors.

(V) Stores Depot Staff—

- (i) Store-keepers.

Copies of the rules were forwarded to Company-managed Railways. In view of the special conditions obtaining on the Burma Railways, that administration has been permitted for the present to retain the rules already in force.

82. Training of Staff.—*Railway Staff College, Dehra Dun.*—The College continued its activities during the financial year under review until the end of February, 1932. The theoretical instruction given at the College was on the same lines as during the previous year and included one refresher course for senior officers, refresher courses for junior officers and theoretical training for probationers in the Transportation (Traffic) and Commercial Departments and the Indian Railway Service of Engineers. In addition to the courses for officers, refresher courses for senior subordinates continued to be undertaken at the College. There were also fuel economy classes and a special accounts course lasting a few days for the benefit of the more senior officers.

The table below shows the courses held throughout the year under review and the average attendance at each course:—

Courses.	Number and duration of courses.	Average attendance.
Senior subordinates' refresher courses	5 courses lasting 1 month each	20
Selected senior subordinates' courses	2 " " 6 weeks "	17
Fuel economy courses	2 " " 2 " "	24
Transportation and Commercial probationers' course.	2 " " 8 " "	14
Probationary Civil Engineers' courses	2 " " 6 " "	11
Junior officers' refresher courses	4 " " 6 " "	10
Senior officers' refresher courses	1 course " 4 " "	9
Special Accounts course	1 " " 3 days "	...

The decline in the number of students attending the College during the year under review is due to the following causes:—

- (a) Retrenchment exercised by Railways and the consequent difficulty of sparing senior and junior officers, and
- (b) the slowing up of recruitment.

As a result of this decline, the number of student-days decreased to 9,472 as compared with 14,923 in the previous year, with proportionate increase in the expense per student-day.

In view of the unavoidable decrease in the number of students and corresponding increase in the working expenses of the College, it became clear that the institution could not continue to be run on lines consistent with the rigid economy demanded by the financial situation. Towards the end of the calendar year 1931 the Railway Board considered the future of the College and regretfully decided that it should be closed at the end of February 1932. A favourable opportunity for closing arose owing to the need of the Army Department for premises of the character of the Railway Staff College in which to inaugurate the new Indian Military Academy. The Army Department, therefore, offered to take over the Railway Staff College from the Railway Department and the property was made over at the end of the financial year 1931-32. The future training of officers and probationers is under consideration.

Area Schools.—A brief resume of the activities during the year of the Area Schools engaged in the training of railway staff is given below :—

Railway School of Transportation, Chandausi and Asansol Training School (East Indian Railway).—The Transportation School at Chandausi serves as an Area School for the East Indian Railway except that the Locomotive running and fitting staff and the Carriage and Wagon staff of the Operating Department are trained at the Asansol Training School. The activities of Chandausi were inevitably much curtailed during the year under review owing to the cessation of recruitment and as compared with 37,615 student-days during the year 1930-31 there were only 10,295 student-days during 1931-32. During the year 1931-32 courses of instruction were on the same lines as those in the previous year, but owing to temporary suspension of recruitment, there were only a few probationers' courses and refresher courses for the subordinate staff of the Operating Department. At the Asansol Training School Courses of instruction were introduced for Fitters, Improvers, and Apprentices with the object of giving them instruction in the latest types of standard locomotives. The year under review has produced record figures for this school, the attendance being 824 students. The total number of student-days were 12,537, and the cost per student-day Re. 1-7.

Railway School of Transportation, Bina (Great Indian Peninsula Railway).—This school was closed during the year under review.

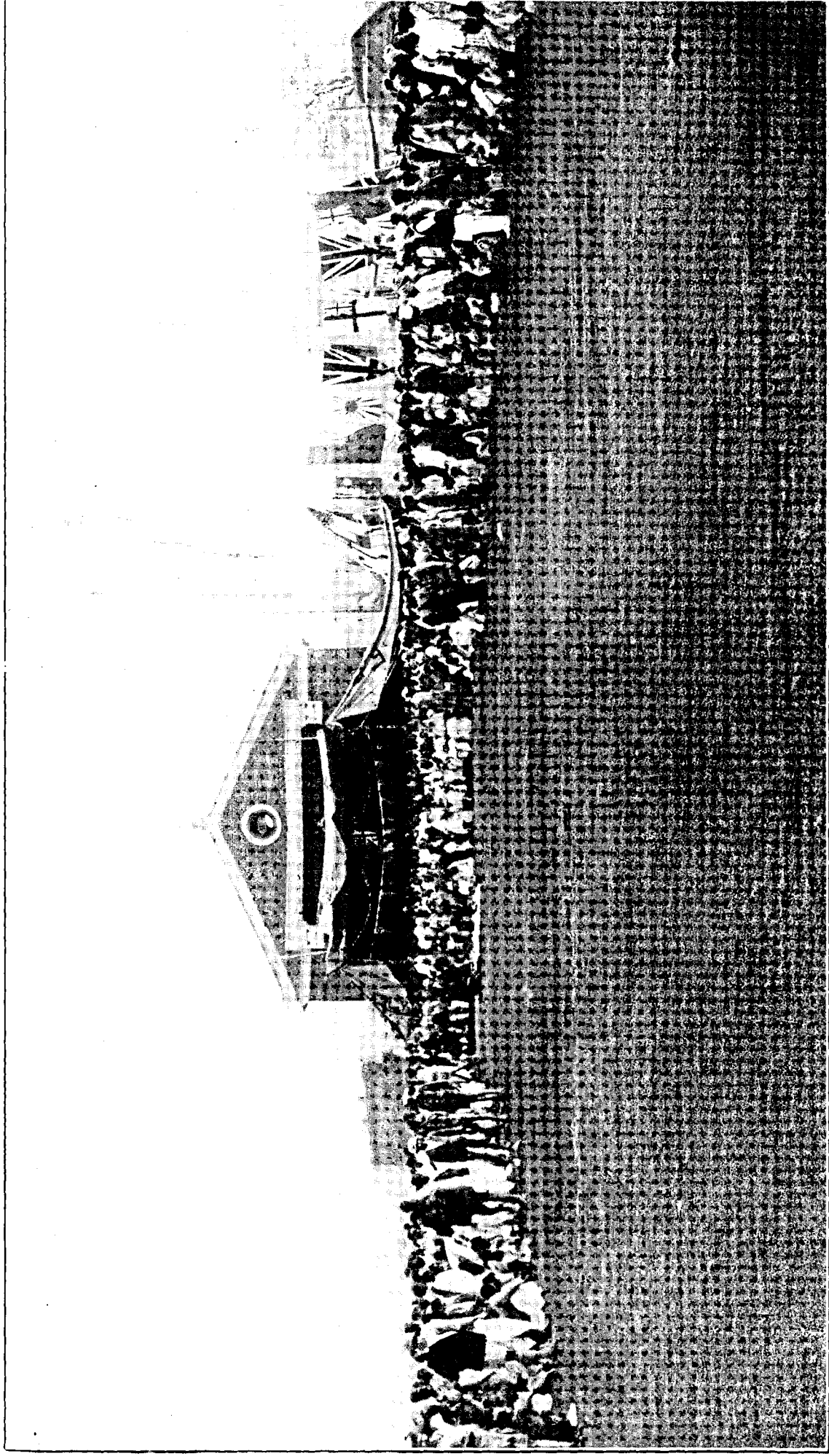
Walton Training School, Kot Lakhpat (North Western Railway).—During the year under report this school has been actively engaged in the training of staff for the North Western Railway. The total number attending the school in 1931-32 was 1,302 as compared with 1,718 in the previous year. The reduction is due to the temporary suspension of recruitment for two categories—viz., the Station Master and Commercial categories.

The training of line staff, both senior and junior, has been actively pursued and there are distinct signs of an increased efficiency resulting from such training. Four probationer officers have also been given two courses of instruction.

83. Improvement in the service conditions of the Staff.—(1)

Revision of the scales of pay of lower paid employees.—As shewn in the last report considerable progress was made in the year 1930-31 with the investigation into the wages of lower paid employees and schemes for their improvement were sanctioned by the Railway Board on the Great Indian Peninsula, Eastern Bengal, East Indian, Madras and Southern Mahratta and Assam Bengal Railways, while the investigation on the North Western Railway showed that the wages of the lower paid employees on that railway compared favourably with those in force on other railways and did not call for improvement. Owing to the serious decline in railway earnings as a result of the world wide trade depression and to the drop in prices the Railway Board did not pursue the investigation further during the year under report. Only in one instance, namely, that of the lower paid employees of

EASTERN BENGAL RAILWAY.



Workmen's Institute, Saidpur.

the Electrical Department of the East Indian Railway, in view of an undertaking given in the previous year, revision of wages was sanctioned, with effect from the 1st September 1931, at an estimated annual cost of Rs. 32,000.

(2) *Hours of employment and periods of rest.*—The Indian Railways (Amendment) Act, 1930, dealing with the hours of employment of railway servants was passed by the Legislature in the spring of that year. The rules authorised by this Act were issued in January, 1931 and were followed by supplementary instructions in May, 1931. The Act provides for the application of the rules to individual railways from such dates as the Governor General may direct and in exercise of this power the regulations were given statutory force on the North Western and East Indian Railways from the 1st April, 1931.

The Railway Retrenchment Sub-Committee recommended that in view of the present financial stringency further action be suspended in this direction and that the regulations should not be introduced on those railways on which they were not already in force. The Government of India after giving the matter their careful consideration decided that, in view of the international obligations incurred by the ratification of the Washington and Geneva Conventions it was imperative to give statutory effect to the rules on the Great Indian Peninsula and Eastern Bengal Railways, with effect from the 1st April 1932 but that their application to other railways should be held in abeyance for the time being. From the 1st April 1932, therefore, all State-managed Railways with the exception of the Burma Railways have been brought within the scope of the Act, and it should be remembered that these railways employ more than half of the total number of workers on Class 1 Railways. The Railway Board have also advised the railway administrations on whose lines the regulations have not been given statutory force to continue to review the hours of work and periods of rest of their employees with a view to revising any arrangements which impose unreasonable conditions of work on particular classes of employees and applying the provisions of the regulations where this can be done without incurring additional expenditure.

With effect from the 1st April, 1931 a Supervisor of Labour unconnected with individual railway administrations was appointed under the Indian Railways (Amendment) Act, 1930, to inspect the railways to which the regulations have been applied in order to determine if the provisions of the Act and the rules made thereunder are duly observed. With his help the Railway Board are kept fully informed from time to time of the working of these regulations on such railways and under his direction six Inspectors of Labour are employed to ensure that the provisions of the Act are properly applied, and to help the administrations concerned to give effect both to the spirit and the letter of the regulations.

(3) *Revision of Leave Rules.*—As stated in the last report new leave rules for State Railway employees were sanctioned, with effect from the 1st April 1930. It was also decided with the sanction of the Secretary of State that the new rules shall be regarded as the Fundamental Leave Rules for the guidance of the Company-managed Railway administrations, with effect from the 1st October, 1931, employees in the service of the Companies on the 30th September, 1931 being given the option of coming under the new rules or remaining under the old rules. In pursuance of this decision the Bengal Nagpur, Assam Bengal, Bombay, Baroda and Central India and South Indian Railways have modified their leave rules to bring them into line with the new State Railway Leave rules while revised rules have also been drawn up for the Madras and Southern Mahratta Railway which are at present under examination by the Railway Board.

During the year under report certain minor improvements were also sanctioned in the new leave rules in their application to persons in inferior service, labourers and other daily rated staff and temporary employees with a long term of service at their credit.

(4) *Acceleration of payments.*—Mention was made in the last report of the scheme adopted on certain divisions of the East Indian Railway for speeding up payments so as to ensure that salaries and allowances were paid within 7 and 14 days respectively of the close of the month to which they relate and of a demonstration of the scheme held at Moradabad in December, 1930. Following this demonstration, a pamphlet describing the detailed procedure introduced on the Moradabad Division was prepared and circulated to the various railways in April, 1931, with a view to stimulating an analysis of the present position and revision of the existing methods on all railways, each being left free to follow a method best suited to its traditions and local conditions but with the common object of reducing to an absolute minimum the delay in the payment of wages. The Bengal and North Western Railway has since reported certain improvements in this direction while more recently the Eastern Bengal Railway which is worked on the departmental basis has also introduced a system for the preparation and payment of wages bills so as to ensure that workshop staff receive their wages within 8 to 10 days and all other staff within 7 days of the period to which they relate.

(5) *Investigation into the system of raising and recovering debits.*—As a result of complaints made that debits were raised against the staff in trivial matters and out of all proportion to the offence a senior traffic officer was placed on special duty in November, 1930 to investigate and report on the procedure in force on the East Indian Railway in the matter of raising and recovering of debits. A preliminary examination of his report which was received in March, 1931 revealed a large percentage of debits raised and subsequently withdrawn both in respect of local and foreign traffic and it was felt that if this percentage was reduced to a minimum, not only would the staff be spared unnecessary worry and suspense but it would be possible to effect an appreciable reduction in the staff of the Outstanding Section of the Chief Commercial Manager's Office and in the Accounts Offices. Accordingly, and having discussed the matter on the 13th March, 1931 with the Controller of Railway Accounts and certain responsible officers of the East Indian Railway, the Railway Board decided to make certain changes in the arrangements affecting the clearance of station outstandings in force on the East Indian Railway, calculated to yield material savings. Other railway administrations were also instructed to consider the possibility of effecting economies by improving the existing procedure in the matter.

The report of the officer on special duty was discussed at a special meeting attended by representatives of all the principal railways in December, 1931, and as a result of the discussion at this meeting and of subsequent examination of the questions involved, it was decided, *inter alia*:—

- (1) that with a view to eliminating fines and debits for petty offences a trial should be given by the North Western Railway to the Conduct Marks System in force on the Burma Railways and the question of extending the system to other railways considered after the experiment has been tried out on the North Western Railway;
- (2) that irregularities in the issue of service messages, except when private telegrams were sent as service messages, should be dealt with by a warning or other suitable method instead of by the imposition of a fine or debit;
- (3) that petty recoveries should not ordinarily be made;
- (4) that with a view to reducing to a minimum the percentage of debits unnecessarily raised and subsequently withdrawn a system be tried on the Eastern Bengal Railway under which error sheets for amounts exceeding a certain amount should be checked by a gazetted officer of the Accounts Department, and, if necessary, discussed with a Commercial Officer, a debit being raised only after both are agreed as to its correctness;

- (5) that in local booking no debit should be raised more than 6 months after the date of booking;
- (6) that without the sanction of a Divisional Superintendent or Head of Department no recovery on account of fines and debits should be made from an individual employee in any one month in excess of 20 per cent. of his gross pay.

Instructions on these lines have been communicated to the State-managed Railways for guidance and a copy forwarded to the Company-managed Railways. In view of the complaint made by the All-India Railwaymen's Federation that staff get little or no redress when an appeal against debits is made, Railway Administrations were also asked to submit a report on the procedure followed in dealing with appeals against debits and their replies show that appeals are allowed to the authority next higher to the officer imposing the debit and are given due consideration.

84. Welfare.—(1) *Assistance to railway employees for the education of their children.*—As stated in the previous report, new rules for the grant of assistance to railway employees towards the education of their children were provisionally issued in September, 1930, and an officer of the Education Department was placed on special duty in the following November to make a detailed estimate of the cost of the introduction of the rules, as well as the cost as it would be if the rules were liberalised in certain directions, and further to report on the administration of the schools maintained by the State-managed Railways. This officer completed his investigation on the Eastern Bengal Railway in 1931 and was at the end of the year engaged in a similar investigation on the East Indian, North Western and Great Indian Peninsula Railways. His reports are now under examination by the Railway Board.

(2) *Staff Benefit Fund.*—As stated in the last report, staff benefit funds were introduced on the State-managed Railways, with effect from the 1st April, 1931. A copy of the rules of the funds were also forwarded to the Company-managed Railways and all of them have since introduced the new fund, with the exception of the Madras and Southern Mahratta Railway which proposes to establish the fund from the 1st January, 1933.

(3) *Relief of Indebtedness.*—The question of devising practicable means of combating the evil of indebtedness among railway employees continued to receive consideration during the period under review. The Royal Commission on Labour have recommended that all Railway Administrations should make persistent efforts to help their workers by means of co-operative credit and that a study should be made of the methods adopted on the Bombay, Baroda and Central India Railway. On practically all railways Co-operative Credit Societies in some form are already well established, but as a general rule their activities extend only to employees who are subscribers to the Railway Provident Fund, to the exclusion of the lower paid staff whose need for assistance in this direction is fully recognised. The difficulty in placing the facilities of the existing Railway Co-operative Credit Societies at the disposal of the lower paid employees is that these societies are not under the control of the Railway Administrations though in some cases the Administration may have the right of representation on the Committee of Management as certain facilities are given by the administration to the Society. The societies manage their own affairs under the supervision of the Registrar of Co-operative Societies and are generally averse to any relaxation of their rules to permit loans to non-subscribers to the Provident Fund.

As mentioned in the last report a "Lower Paid Staff Loan Fund" was constituted on the East Indian Railway in July, 1931, with a view to affording some relief to the lower paid employees. This fund started with a capital of Rs. 1,40,000 transferred from the East Indian Railway Indian Staff Loan Fund, which was absorbed by the new fund and at the end of the year had a total working capital of Rs. 1,96,700 including profits and a loan borrowed from the Staff Benefit Fund. The Fund is steadily growing in popularity and, since its initiation in July, 1931, and up to the end of the year, 2,095 loans were granted to the lower paid staff amounting in the aggregate to Rs. 1,35,715

at the rate of $6\frac{1}{4}$ per cent. per annum. Towards the end of the year the Agent, North Western Railway, under the instructions of the Railway Board, worked out a scheme for a fund on similar lines on his railway and with the sanction of the Government of India started the fund, with effect from the 1st April, 1932, with a capital of Rs. 1 lakh borrowed from the Staff Benefit Fund of the Railway.

85. Railway Sports.—The annual inter-railway football tournament was held during September, 1931. The East Indian, North Western, Bombay, Baroda and Central India and South Indian Railways won the group tournaments held in Calcutta, Lahore, Bombay and Madras respectively. The semi-finals and the finals were played in Simla and the East Indian Railway won the tournament, the Bombay, Baroda and Central India Railway being the runners up.

The inter-railways athletic tournament for 1931-32 could not be held till the 2nd April 1932. The tournament was held in Delhi and teams representing the North Western, Madras and Southern Mahratta, Bombay, Baroda and Central India, South Indian and Nizam's State Railways and the office of the Railway Board competed. The North Western Railway won the athletic championship for the fourth year in succession, the Bombay, Baroda and Central India Railway being the runners up.

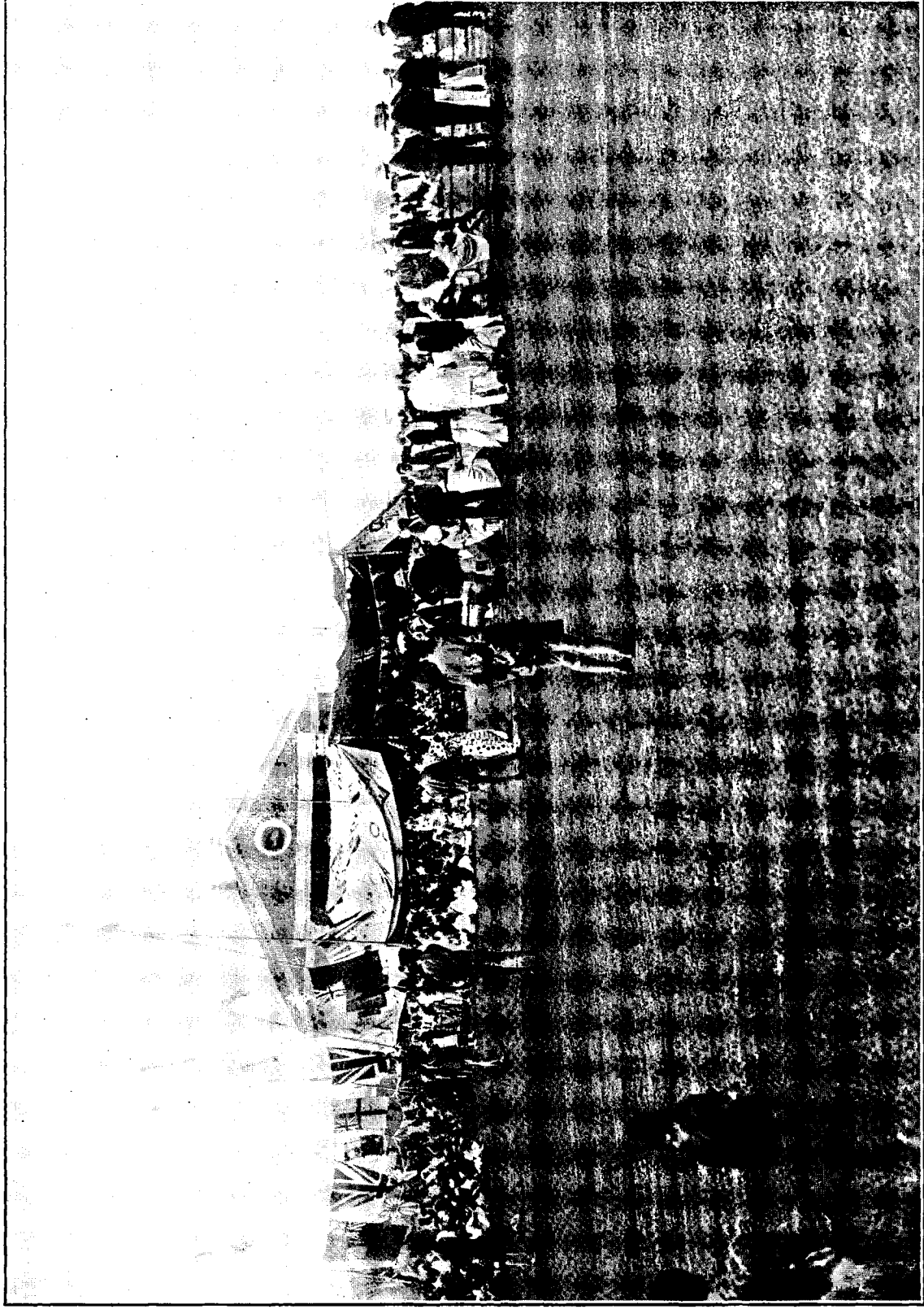
86. Report of the Royal Commission on Labour.—The Report of the Royal Commission on Labour was published in July, 1931. The recommendations made by the Commission are of an important and far reaching character and during the year under report considerable progress was made by the railway administrations and the Railway Board in their examination. At the time of the annual session of the Indian Railway Conference Association in October, 1931 the Agents of railways had first a meeting among themselves and then with the Railway Board and as a result of these meetings the Board were able to formulate provisional conclusions on the majority of the recommendations contained in the Chapters devoted to Railways. The remaining recommendations concerning the Railway Department were discussed by the Board with the Agents of railways at the meeting held in April of the following year and it is proposed to set out in the next year's report the conclusions reached and action taken on the Report.

87. Elimination of Racial Discrimination.—As stated in the last report a comprehensive review was made in February, 1931 of the progress made in carrying out the policy of Government for the elimination of racial discrimination in respect of the entire field of service conditions including recruitment and training, pay and allowances, leave, quarters, education, free passes, medical attendance, etc. The review showed that this policy had been fully carried out on all State-managed railways, while considerable progress had also been made in the same direction on Company-managed railways. The Board continue to watch the position carefully and in April, 1931 called for a detailed and clear statement from Company-managed railways showing all matters in which there were still any vestiges of racial discrimination, with their recommendations for its complete elimination. The reports received which record further progress were subjected to a detailed analysis and the next report will set forth the instructions issued in the following year to the Company-managed railways and the results of a fresh review of the position on those railways which it is proposed to undertake shortly.

It would be pertinent to mention here that the Royal Commission on Labour have recommended *inter alia* that definite steps should be taken which will lead in a specified term of years to the progressive elimination of any form of racial discrimination as regards both appointment and promotion to all grades and classes—a recommendation which was unanimously accepted at the Agents meeting held on the 9th October, 1931.

88. Economies in Staff charges.—We have referred in the last report to the serious decline in railway earnings culminating in an economy campaign on an extensive scale commenced towards the end of the year 1930-31.

EASTERN BENGAL RAILWAY.



Sports at opening of Workmen's Institute, Saidpur.

Owing to the continued fall in earnings the efforts for economy were carried on with redoubled vigour during the year under report and it is proposed to describe the principal measures taken in the direction of effecting economies in staff charges, which are responsible for roughly 50 per cent. of the total working expenses of railways, under the following heads:—

- (1) Reduction in the strength of the subordinate and inferior staff and of workshop employees.
- (2) Reduction in gazetted or superior cadres.
- (3) Reduction in special pay and allowances.
- (4) Emergency cut in pay.
- (5) Revision of the scales of pay of future entrants into the Superior and Subordinate Services.

Reductions in the strength of the subordinate and inferior staff and of workshop employees.—The bulk of staff retrenchment under this head was carried out from the 1st March to the 7th July, 1931. Mention has already been made in the last year's report of the instructions issued by the Railway Board in March, 1931 with the object of regulating the discharges of the surplus staff in a fair and reasonable manner and of minimising the hardship entailed. It was decided *inter alia* that employees selected for discharge should be granted leave due and admissible, other than leave on medical certificate, or one month's pay in lieu of notice whichever was greater. Furthermore, certain categories of staff were allowed leave up to six months on half pay, even if such leave was not due to them, if their services were likely to be required again at short notice. These instructions were applied to all classes of staff except:—

- (i) employees drawing not more than Rs. 30 per mensem in respect of whom the Agents of Railways were authorised to prescribe the terms to be allowed and the procedure to be followed; and
- (ii) workshop employees.

Instructions in respect of workshop employees, conceived with a similar purpose and based upon similar principles, were also issued. As the vast majority of workshop employees are eligible only for a limited amount of leave, the Government of India specially sanctioned for them, in lieu of leave, one month's pay in lieu of notice and, in the case of those who had completed three years' service, a bonus ranging from half a month's pay to 20 days' pay.

In July, 1931, as a result of representations made by the All-India Railwaymen's Federation and in consultation with the Agents of Railways, it was decided to suspend further discharges until the end of October, 1931 when it was intended to review the situation again. This decision applied to workshop staff on State-managed Railways as well as other staff both on State-managed and Company-managed Railways, while in respect of workshop staff on Company-managed Railways, the Agents of such railways were invited to follow a similar procedure; it did not, however, apply to staff engaged for purely temporary purposes, whose services would be terminated in the ordinary course on the cessation of the work for which they were employed.

At the time it was decided to suspend discharges, the Railway Board were not without hope that the financial outlook might improve and that railways might be able to maintain at least the level of the earnings of the previous year after the monsoon was over. These expectations were, however, falsified and the trend of earnings continued to show a serious decline as compared with the previous year. Accordingly the Board felt that it was incumbent upon them to take stock of the position and at a meeting held on the 8th October, 1931 they found the Agents of Railways unanimously of the opinion that in view of the continued serious decline in earnings and of the unfavourable prospects ahead, further discharges were inevitable. The Railway Board concurred in this view, but in view of further representations made by the All-India Railwaymen's Federation at three successive meetings

held on the 30th October, 1931, the 2nd December, 1931 and the 2nd February, 1932, respectively, and as the Report of a Court of Enquiry which had been appointed under the Trade Disputes Act, 1929, by the Government of India in August, 1931, to investigate certain matters connected with staff retrenchment on Indian Railways, was expected soon after the meeting of the 2nd February, 1932, instructions authorizing the resumption of discharges were not actually issued until June, 1932.

The total number of men discharged up to the close of the year under review on the State and Company-managed railways as a result of the economy campaign was 40,502 of whom 33,077 were discharged on State-managed and 7,425 on Company-managed railways. Of the total number of employees discharged 15,369 were workshop employees and 25,133 other employees. The number of permanent employees discharged was 32,655 and the remainder, *i.e.*, 7,847 were temporary employees. Of the former 16·3 per cent. were with service of 10 years and over, 27·8 with service between 3 and 10 years, 25·5 per cent. with service between one and three years and 30·4 per cent. with less than one year's service. The savings in wages in a full year as a result of the discharges effected as well as of 4,392 demotions are estimated to amount to Rs. 1·32 crores per annum.

Reduction in Gazetted or Superior Cadres.—The question of effecting reductions in the gazetted cadres of State-managed railways, in view of the serious decline in traffic and on general grounds of economy, engaged the attention of the Railway Board during the year under review and after considering the recommendations made in this behalf by the Railway Retrenchment Sub-committee, orders were issued in February, 1932, reducing the cadres of those railways as sanctioned in March, 1931 from 1,037 to 932, the reduction being as under :—

(1) Reduction in the leave and deputation reserve	41
(2) Withdrawal of provision formerly made in the permanent cadres for constructions and surveys	36
(3) Reduction in open line working posts	28
	105

As an offset against (2) it will be necessary to sanction temporary posts from time to time according to actual requirements, but care will be taken to see that these are restricted to an absolute minimum.

It was further decided to hold in abeyance 29 posts, out of the reduced cadres until conditions improve and it becomes necessary to utilise any of them.

The superior cadres of the Company-managed Railways were also examined at the same time and orders were issued abolishing 24 posts and, in addition, holding in abeyance 46 posts.

The Board also reviewed the cadres of offices under their control outside railways and orders have been issued :—

- (1) abolishing 4 posts in the Central Publicity Bureau and one in the London Publicity Branch;
- (2) closing down the Railway Staff College at Dehra Dun and abolishing the posts of Principal, Superintendent, three Instructors and two Assistant Instructors sanctioned for the College;
- (3) holding in abeyance 3 posts of Senior Government Inspectors, creating at the same time an extra post of the rank of Executive Engineer to assist the Senior Government Inspector at Calcutta; and, finally,
- (4) holding in abeyance in the Board's Office 2 Members, 2 Directors, 1 Deputy Secretary and 1 Assistant Director, an additional post of Deputy Director being created in the Traffic Branch with the disappearance of Member Traffic.

The total reductions made in the State Railway and Companies' cadres are analysed below according to the rank of the various posts brought under reduction.

State Railway Cadre including the Railway Board's Office and other Offices Subordinate thereto.

	Administra- tive.	Senior Scale.	Junior Scale.	Lower Gazetted Service.	Total.
Posts abolished . . .	6	26	78	7	117
Held in abeyance . . .	8	7	13	8	36
Total . . .	14	33	91	15	153
<i>Companies Railways.</i>					
Posts abolished . . .	1	10	13	...	24
Held in abeyance . . .	2	12	32	...	46
Total . . .	3	22	45	...	70

As a result of these reductions and of the curtailment in the number and magnitude of Engineering works it has been necessary to terminate the services of a large number of Temporary Engineers both on State-managed and Company-managed railways.

Reduction in Special Pay and Allowances.—In pursuit of the economy campaign commenced towards the end of the year 1930-31 the Railway Board issued orders that Railway servants of all ranks should be expected to take up some additional work, or perform work of a somewhat more onerous or arduous nature than when employed in the regular line, if called upon to do so, without additional remuneration. According to this principle all cases in which special pay had been sanctioned before were reviewed and orders were issued in April, 1931 either abolishing or reducing such pay in the majority of them. The Agents of Railways were also instructed to review cases in which special pay had been sanctioned by them with a view to taking similar action.

With regard to personal pay, while existing sanctions were allowed to remain in force until their period expired, it was ordered that no fresh sanctions should be given nor an existing sanction renewed after its period had expired, save in cases of really exceptional character.

With a view to reducing acting allowance charges, orders were issued in May, 1931 that no officiating arrangements should be made in vacancies likely to last for a period of 21 days or less.

Compensatory allowances drawn by the staff, superior and subordinate, were also reviewed during the year and orders were issued in April, 1931 reducing the Calcutta, Bombay and Rangoon compensatory allowances granted to officers with headquarters at Calcutta, Howrah, Lillooah, Bombay and Rangoon, as a temporary measure, by 12½ per cent. Other compensatory allowances drawn by the staff on the various State and Company-managed Railways were also reduced, the rate of reduction being generally 12½ per cent. when such allowances were allowed concurrently with house rent allowances and 10 per cent. when no house rent allowance was admissible. In May, 1931 it was also decided to abolish the system of relieving allowances granted to staff posted to relieving duty at stations; such staff are now granted daily allowance when sent out to perform relieving duty.

Emergency cuts in Pay.—In view of the present acute financial stringency the Government of India, with the approval of the Secretary of State, decided to make an emergency reduction in the pay of Government servants

not exceeding 10 per cent. This reduction is made under the Railway and Posts and Telegraph (Emergency Deductions from Salaries) Rules, 1931, from the pay and allowances of the nature of pay of all railway servants including daily rated employees in accordance with the following scale :—

		Reduction
Where the pay and allowances of the nature of pay :—		
(i) do not exceed Rs. 30 per mensem		Half an anna in the rupee for every complete rupee.
(ii) exceed Rs. 30 per mensem but do not exceed Rs. 83-5-4 per mensem		One anna in the rupee for every complete rupee.
(iii) exceed Rs. 83-5-4 per mensem		10 per cent.

The emergency cut came into force with effect from pay for December, 1931 payable in January, 1932 and under existing order will terminate with the pay earned for March, 1933. Provident Fund bonus and gratuity continue to be allowed on the rates of pay which would have been drawn but for the temporary reduction.

The case of workshop employees working short time was specially considered and it was decided that the cut in wages shall be subject in their case to the condition that the total loss in wages due to short time and to the cut does not exceed the equivalent of the normal wages for 23 hours in a month.

Similar rules have been adopted on Company-managed railways with the exception of the Bengal and North Western and Rohilkund and Kumaon Railways where, having regard to the rates of pay in force, the cut has not been applied, save in a few isolated cases in which the scales of pay are analogous to those obtaining on the contiguous lines.

Revision of the Scales of pay of future entrants into the Superior and Subordinate services.—The fall in prices and the pressing need for economy have brought to the foreground the question of revising the scales of pay of the superior and subordinate services with a view to ensuring, as far as possible, that they represent only what is necessary to attract suitable recruits and provide them with reasonable remuneration. The Railway Board are examining this question in its many bearings.

89. Meetings with the All-India Railwaymen's Federation.—During the year under report, the Railway Board met the representatives of the All-India Railwaymen's Federation on four occasions, twice at half-yearly meetings in June and December, 1931, and twice at special meetings in October, 1931 and February, 1932. The main subject discussed at the half-yearly meetings was staff retrenchment, while the special meetings were specially convened to discuss the same subject. As stated elsewhere, it was decided, as a result of the representations made by the Federation at the half-yearly meeting held in June, 1931 and in consultation with the Agents of Railways to suspend the discharges of staff, with minor exceptions, with effect from the 7th July, 1931 until the end of October, 1931 when it was intended to review the situation again. As a result of the review made in October, the Railway Administrations came to the conclusion, in which the Railway Board concurred, that owing to the continued decline in railway earnings, the resumption of staff retrenchment was inevitable. In view, however, of the further representations made by the representatives of the All-India Railwaymen's Federation at the subsequent meetings held with them and as the report of the Court of Enquiry was expected soon after the meeting of February, 1932, the issue of orders authorising the resumption of retrenchment was postponed until June of the following year.

90. Court of Enquiry.—In August last year, the Governor General in Council, in exercise of the power conferred by Section 3 of the Trade Disputes Act, 1929, appointed a Court of Enquiry in connection with a trade dispute

between the State-managed and Company-managed railway administrations and their respective workmen regarding the scheme of staff retrenchment adopted or to be adopted on the said railways, with instructions to enquire into the following matters :—

- “ (1) Whether the retrenchment has imposed improper conditions of work on the staff still employed;
- (2) Whether the terms allowed to the staff that has been discharged are inadequate or unreasonable;
- (3) Whether having in view the limitations imposed by the commercial management of railways, the fullest regard has been paid, when discharging the staff, to the following alternatives—the stoppage of recruiting, the operation of normal wastage, working short time, the retirement of staff taking their gratuity and provident fund, or the transfer of individuals to other departments or other railways on similar or even reduced rates of pay;
- (4) Whether there has been victimisation or favouritism in discharging establishment; if so, whether this can be avoided and how; and
- (5) Whether staff discharged on the ground of retrenchment can or should be given any assurance of re-engagement on recruitment being resumed.”

The Court held public sittings in Bombay for a month commencing from the 9th September, 1931 and thereafter in Madras, Calcutta and Lahore. The workmen were mainly represented by the All-India Railwaymen's Federation but in several cases they were also heard individually. The Report of the Court was signed on the 27th February, 1932 and published on the 9th March. The Government of India's decisions on the findings of the Court were not announced until the 6th of June in the following year, but it would be convenient to state them in brief in this report.

With regard to the first of the issues referred to the Court of Enquiry, the Court's finding on the evidence led before it was that the retrenchment had not imposed improper conditions of work on the staff still employed, save in two minor instances of signalmen at Parel and porters employed in connection with train indicators at Mahim. The attention of the administration concerned was drawn to these cases and steps have been taken by it to put the matter right.

With regard to the second, *i.e.*, the adequacy or otherwise of the terms allowed to the staff discharged, the Court recognized that this was really a question of finance.

With regard to the third term of reference, the Court was satisfied that in making the retrenchment due regard had been paid to the stoppage of recruitment, normal wastage and retirement of staff taking their gratuity and provident fund. As regards transfers to other railways or other departments of the same railway, the Court recognized that inter-railway transfers are not a practical proposition, while inter-departmental transfers were limited by the 'category' or 'trade' difficulty. With regard to short time, the Court found that "short time is essentially a workshop device, and has been put in force in nearly all the workshops of the Administrations whose retrenchments" it had examined and further agreed with the witnesses on the point that "working short time can only be a temporary expedient, and that when there are no signs of a probable early increase of the volume of work to be done, the alternative of a reduction of staff by discharge is preferable". Taking short time in its wider sense, the Court referred to certain expedients for spreading work so as to minimize discharges and observed that they had not all been adopted in the various administrations while compulsory leave without pay and absence from duty on half pay were enforced on certain railways.

With regard to the fourth term of reference, the Court heard a number of individual cases of alleged hardship and in paragraphs 266 to 279 of the

report gave two lists, List A recommending the reinstatement of 80 men and List B suggesting the re-examination of 68 cases with a view to the reinstatement of deserving persons. This in fact was the main recommendation made by the Court and the Government of India, although not aware in all cases of the precise grounds which led the Court to make it, have accepted it out of a desire to give effect to the recommendations made by the Court as far as possible and have instructed the Agents of the State-managed railways, and invited the Agents of the Company-managed railways, to reinstate such employees who were discharged or demoted as a measure of retrenchment as are named in List A, whether vacancies exist or not, and to investigate the instances mentioned in List B with a view to similar action being taken in respect of deserving cases.

With regard to the fifth term of reference the Court found that the suggestion made in it had been carried out on all the administrations though in some cases those discharged for inefficiency or "least efficiency" had not been entered in the waiting lists. The Court recommended that those retrenched for short service only should be given an assurance of re-employment when recruiting is resumed but suggested that "it would probably be just to retain" on the waiting lists men who were discharged as being "least efficient", since this category was not very clearly demarcated or understood in the retrenchment of 1931. The Court further recommended that men on the waiting lists should ordinarily be recalled in the inverse order in which they had been discharged.

The Government of India have issued instructions regarding the inclusion of workshop employees in the waiting lists, but they were unable to accept the tentative suggestion that "it would probably be just to retain" on the waiting lists men who are discharged as being "least efficient", since in their view it would not be in the public interests that men should be reinstated who have been discharged on grounds of inefficiency or least efficiency. They have accepted the recommendation that men on the waiting lists should be recalled on the occurrence of vacancies in the inverse order in which they were discharged, subject to such adjustments as may be necessary to maintain the proportions of the various communities approximately at the levels at which they stood prior to retrenchment.

Further, as a result of representations made by the All-India Railwaymen's Federation, and in order to facilitate the re-employment of men on the waiting list the Railway Board have issued orders allowing special terms to persons retiring voluntarily up to the 31st October, 1932 from units in which there was a waiting list.

The Court also commented upon the varying application by certain administrations of the orders issued by the Railway Board on the subject of staff retrenchment. The Railway Board have drawn the attention of the railway administrations to this comment and impressed upon them the necessity for taking steps to avoid the possibility of such criticism in future.

The other recommendations of the Court which has a bearing on future block retrenchments will be dealt with in connection with the retrenchments made in 1932-33 in the next report.

CHAPTER VII.

MISCELLANEOUS.

91. Passenger train services and travel amenities.—The year under review proved to be worse than the previous year from the financial point of view, but improvements in the passenger train organisation, and station arrangements continued to receive the careful attention of railway administrations. The programme for providing up-to-date coaching stock and carrying out of improvements to the existing stock and matters such as the provision of cool drinking water to passengers, restaurant cars, refreshment rooms and catering arrangements, waiting room accommodation and various other minor details which go to ensure the comfort of passengers, continued to receive adequate attention of railways, in spite of grave financial stringency. In the following paragraphs, the measures adopted by the principal railways are briefly outlined :—

Train services.

Assam Bengal Railway.—Many changes of a minor nature were made in the train service which resulted in a daily increase of 194 mixed train miles as on 31st March, 1932, when compared with the figures for 1931.

Bengal Nagpur Railway.—The Talchar-Khurda Road passenger trains were extended to Puri and a mixed train service was introduced on the Rourkela-Birmatrapur branch. Seven shuttle services, which were not found useful, were withdrawn as a measure of economy and six were introduced on other sections. Of the latter, two were to meet motor-bus competition, two to provide additional facilities for the public and the remaining two to serve as feeders for main line trains.

Bengal and North Western Railway.—Two fast light trains were introduced between Muzaffarpur and Sagauli (62½ miles) for the convenience of court passengers.

Bombay, Baroda and Central India Railway.—Many changes in the passenger and mixed train services were introduced on both broad and metre gauges. On 31st March, 1932, there was a decrease of 1,295 train miles per day on the broad gauge and 324 train miles per day on the metre gauge, as compared with the figures for 1931 in respect of passenger and mixed train services. The Frontier Mail was amalgamated at Delhi with the Great Indian Peninsula Railway Punjab Mail for the run between Delhi and Peshawar. A few third and upper class bogie carriages from the Down Punjab Express were carried to Peshawar on another express train from Delhi. Two passenger trains between Baroda and Rutlam and two between Rutlam and Agra Fort were cancelled and a goods train with the third class accommodation was introduced between Godhra and Dohad for the convenience of local passengers. Two shuttle trains were introduced between Fatehpur-Sikri and Agra Fort to combat motor-bus competition.

On the metre gauge two trains running between Achnera and Ajmer, two between Delhi and Phulera, two between Rewari and Bandikui and two between Bandikui and Phulera were cancelled, and two passenger trains running between Delhi and Bandikui were extended to and from Ajmer.

Burma Railways.—Due to civil disturbances necessitating the running of Armed patrol trains, the speed of certain trains was restricted during certain hours of the night. In view of the need for economy, a number of trains of the main and branch lines were cancelled and this accounted for a decrease in the mixed train mileage; of 1,448 on 31st March, 1932, as compared with 31st March, 1931. The section Heho to Shwenyaung, which had been closed for passenger traffic from 1st November, 1930, was reopened from 1st April, 1931. The train service on the Pyinmana-Kyaukpadaung branch, which had given cause for complaint, was revised and a new system

of train service was brought into force on the 15th August, 1931. A new local train each way between Karopi and Ye was introduced; but as these trains were found only to take away passengers from other two through trains, without increasing the number of passengers travelling to any appreciable extent on that section, they were cancelled.

Eastern Bengal Railway.—Owing to general trade depression, goods train service was reduced and on certain sections a number of passenger trains were converted into mixed trains. The suburban train service was also reduced. The train miles run per day by passenger trains other than mail and express trains on the metre gauge were reduced from 6,115 to 5,870 miles. The train miles on the broad gauge were increased from 9,078 to 9,159 due mainly to the opening of Kalukhali-Bhateapara Railway.

East Indian Railway.—The total mileage of mail, express and other passenger trains including mixed trains, suburban trains, and shuttle services was 1,269,008 during the month of March, 1932, as compared with 1,230,463 in the corresponding month of 1931, amounting to an average increase of 1,243 train miles per day.

Great Indian Peninsula Railway.—Owing to the continued falling off in passenger traffic, on the broad gauge, two mail and express trains, twelve passenger trains and thirty-five suburban electric trains were cancelled and the number of mixed trains was increased by 12 resulting in an average daily decrease of 3,068 train miles.

Jodhpur Railway.—Two mixed trains between Jodhpur and Marwar Junction, two between Mirpurkhas and Hyderabad (Sind), two between Sujangarh and Degana, two between Ladnun and Sujangarh and two between Makrana and Parbatsar City were cancelled during the year and one mixed train from Jodhpur to Luni Junction was introduced.

Madras and Southern Mahratta Railway.—No important new trains were introduced during the year. The running of trains was altered in many cases and in spite of certain trains being cancelled. The charges resulted in a daily increase of 39 train miles on the broad gauge and 227 miles on the metre gauge passenger and mixed train services as on 31st March, 1932, compared with the figures for 31st March, 1931. A noticeable feature was the cancellation of the two express trains running between Mysore and Secunderabad and running in their stead of two through coaches on connecting trains.

North Western Railway.—On account of the general depression prevailing in the area served by the North Western Railway, the passenger train services had to be curtailed as in the case of other railways. On the broad gauge the number of passenger and mixed trains, excluding shuttle services running on 31st March, 1932, was less by 35 as compared with the figures for 31st March, 1931, resulting in an approximate daily reduction of 5,741 train miles.

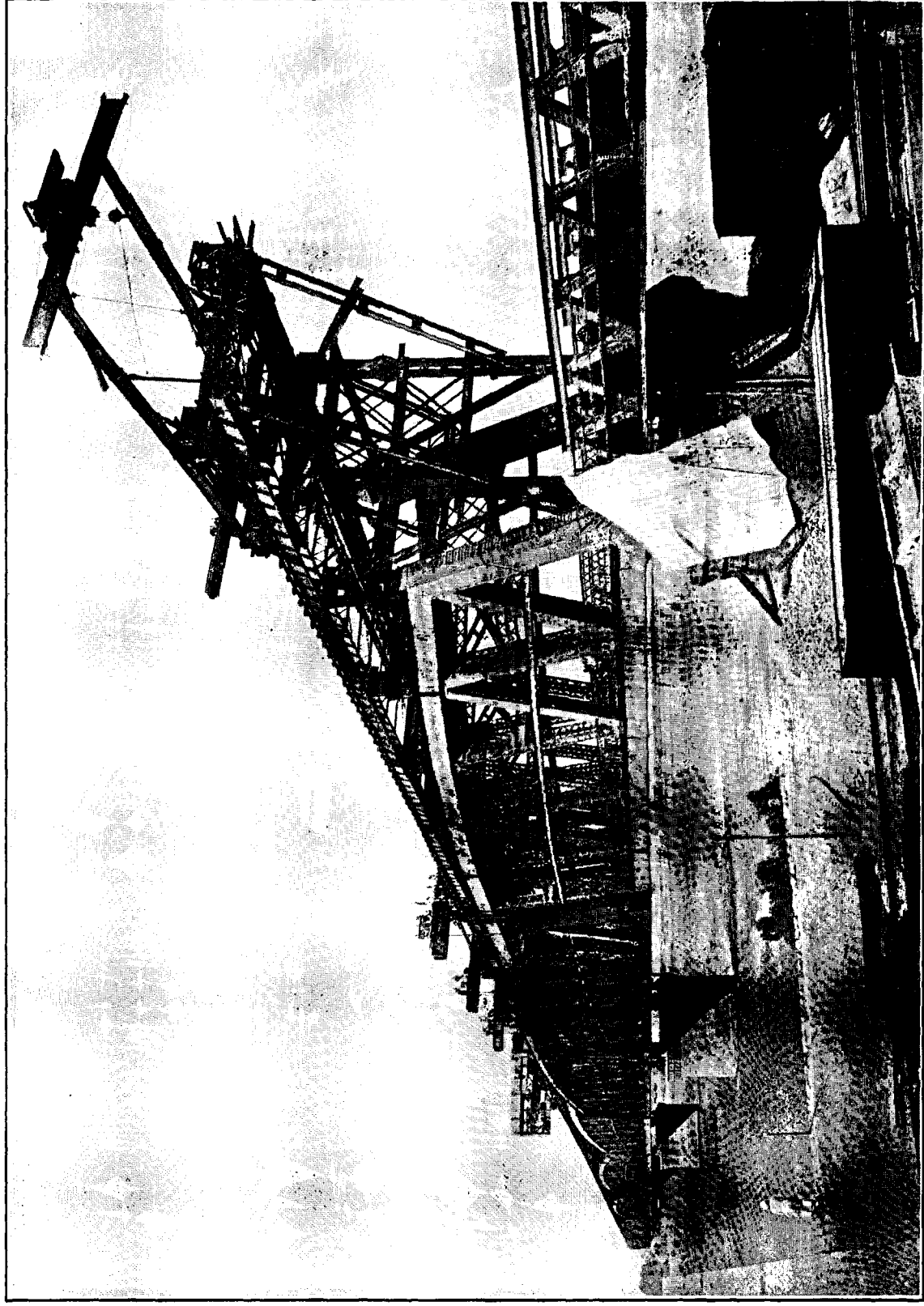
South Indian Railway.—In addition to the trains on the new lines opened for traffic during the year, 54 additional trains on the metre gauge and 12 additional trains on the broad gauge were introduced for the convenience of passengers. Further, 51 trains on the metre gauge and 14 trains on the broad gauge were extended during the year. This resulted in an increase in train miles per day of 62 under "Mail and Express" and 872 under "Passenger" trains.

On and from 20th April, 1931, a new suburban electrified line was opened between Tambaram and Madras Beach and the complete electric service of suburban trains came into force from 1st August, 1931. At the end of the year there were 100 trains running per day in this section (50 in each direction), the time taken for the journey being only 50 minutes as against 100 minutes formerly taken by the suburban trains running on the steam line.

Improvements in the design of and accommodation in carriages.

Assam Bengal Railway.—The programme of fitting electric lights to all passenger vehicles was completed. Out of 493 third class and intermediate

NORTH WESTERN RAILWAY



Strengthening Indus Bridge at Kotri.

class carriages (including composites with upper class carriages), 478 were provided with latrines, of these 461 have been provided with water tanks as well.

Bengal and North Western Railway.—With a view to reducing thefts on running trains, continuous foot boards were replaced with short foot boards at doors on twenty bogie third class carriages. One compartment of each bogie intermediate class carriage was converted into a third class women's compartment and these compartments were provided with latrines and improved seating accommodation.

Bengal Nagpur Railway.—Thirty bogie passenger carriages, viz., five first and second, one intermediate and third and twenty-four third luggage and brake, were built and placed on the line. All are fitted with electric lights and provided with latrine accommodation.

Bombay, Baroda and Central India Railway.—The work of replacing old type carriages by modern stock of the latest standard was continued during the year. The new carriages were provided with larger latrines, while the latrines in the existing coaches were improved in some cases. The work of converting the gas lit stock to electric lighting was completed, except in a few old coaches not considered fit for conversion. In first class carriages, reading lamps were provided over each berth and the number of fans was increased from two to three in large compartments and from 1 to 2 in coupe compartments, in addition to the provision of combined shower and needle baths. The work of providing fans in all second class compartments also continued to receive attention. External lighting was tried on one rake each on the broad and metre gauges, and found satisfactory from a traffic point of view, especially at stations with short platforms where part of the train stood off the platform and those with low level platforms.

Burma Railways.—The work of fitting electric lights to the bogie coaching stock on the railway was completed and three rakes of four-wheelers were equipped with electric lights as an experimental measure. 157 additional pulls for passenger communication were provided in upper class carriages.

Eastern Bengal Railway.—All new coaches constructed during the year were provided with improved lighting arrangements and some of the intermediate class carriages were provided with upper bunks over the middle seats. Latrines were provided in the servants' compartments of new and existing upper class coaches. The fitting of latrines with iron enamelled pans in lower class metre gauge carriages was continued during the year. Coat hooks were fitted in the latrine of a number of lower class coaches. The seats of some upper class carriages were widened. Due to the replacement of certain old stock with new ones, an increase of 134 seats in the upper class and 1,219 seats in the lower class accommodation on the metre gauge was effected.

East Indian Railway.—The fitting of coat hooks in latrines of intermediate and third class coaches was continued and external train lighting was introduced as an experimental measure. Improved water supply was also arranged for in coaches.

Great Indian Peninsula Railway.—22 first and second class bogie composites with servants, 11 third brake and luggage bogies, 2 restaurant cars and 112 combined parcel and motor four-wheeled vehicles were built. The first and second class composites and the third, brake and luggage vehicles were built to standard designs, approved by the Railway Board and each first and second composite was provided with adequate fans and lights for the comfort of passengers. Adequate lighting arrangements were made in the third, brake and luggage vehicles and all the servants' compartments were also provided with latrines. The year marked the introduction of the dynamometer car on the railway.

Jodhpur Railway.—14 goods brake vans were fitted with two side light lamps each, 5 carriages were provided with overhead water tanks in latrines, 24 latrines of carriages were enlarged and 19 carriages were fitted

with electric lights in latrines, in addition to 4 latrines in two carriages which were altered to provide a minimum floor area of 12 square feet each. Break down van was electrically equipped.

His Exalted Highness the Nizam's State Railway.—The flat flame gas burners in a number of metre gauge third class carriages were replaced by incandescent burners. Hooks and corner shelves were provided in the latrines of a few third class carriages.

North Western Railway.—Upholstering of seat cushions of higher class carriages with imitation leather, when the existing canvas cushions required renewing and provision of improved wider type latrines with higher capacity water tanks in lower class carriages continued to be carried out. The conversion of passenger stock from gas to electric lighting was practically completed. Special attention was also given to the following:—

- (a) Provision of standard light fittings in lower class stock.
- (b) Improvement in lighting arrangements in postal vehicles.
- (c) Improved lighting and fan arrangements in dining cars.

One dining car was equipped with special lighting arrangements of an entirely new design and fans of a rotating type designed to give an efficient distribution of air were installed as an experimental measure. Latrines were provided in the servants' compartments of 100 upper class vehicles. Shelves were fitted in the latrines of 105 carriages and latrines of 111 other carriages were improved.

Rohilkund and Kumaon Railway.—The roofs and upper half sides of all third class carriages were painted white and the lower half grey, thus improving the lighting effect considerably. The latrines in all third class carriages were provided with hooks. Four-wheeled third class carriages without latrine accommodation, which were running on branch line trains were replaced with six-wheelers with latrines and more comfortable accommodation.

South Indian Railway.—3 bogie first and second composites for the broad gauge and 23 bogie third class and 2 bogie dining cars for the metre gauge sections of this railway as also 8 bogie carriages for the Nilgiri Railway were constructed and placed in service, the carriages having all been built to the latest standard designs and provided with all up-to-date fittings and appliances to afford all necessary conveniences to passengers. Separate accommodation for ladies was provided in 28 broad gauge and 9 metre gauge carriages. Indication boards capable of being suitably illuminated at night were provided on the outside of the women's compartments of 28 broad gauge and 54 metre gauge carriages. 12 metre gauge and 3 broad gauge mail vans were provided with fire extinguishers. Five electric fans were fitted in the metre gauge third class tourist carriage. Night lights were provided in the upper class compartments of 25 broad gauge carriages. Additional steps were provided in 41 broad gauge bogie third class carriages. For the inauguration of the electric train service on the Madras suburban area, 17 articulated multiple units were obtained and placed in service, each unit consisting of 3 coaches mounted on 4 bogies, the central carriage being motor coach and the two end ones trailer coaches.

Supply of drinking water.

Assam Bengal Railway.—Drinking water was supplied to passengers from taps, earthen pots and filters and supplies of chlorogen were given to Station Masters for the purpose of chlorinating water stored for distribution to passengers. One tube well and one ordinary well were sunk at Habibganj and at Roha stations respectively. Permanent arrangement for supply of water to passengers was made at Senchoa and the existing water supply arrangement at Mariani platform was improved. A ground tank was also excavated at Silghat town.

Bengal and North Western Railway.—During the hot season 91 extra watermen were employed in addition to the permanent strength of 166 men. The drinking water hydrants at Samastipur were extended and additional

portable water tanks of approved design were provided on platforms at several stations.

Bengal Nagpur Railway.—181 permanent watermen and 88 temporary watermen for the hot weather were in service on the 31st March, 1932. At various stations two-wheeled receptacles were provided to watermen to enable them to supply clean and cool drinking water to the travelling public. Water storage shelters were also provided at many stations.

Bombay, Baroda and Central India Railway.—With a view to arranging a better supply of cool drinking water to the public, Hindu watermen were concentrated at large stations where trains stop for 10 minutes or more. It was found easier to keep the water cool at a station than in drums on running trains. The old arrangement of employing travelling watermen on all passenger trains, in addition to the number of watermen and bhisties employed at stations all the year round, continued on the metre gauge system. Additional watermen and bhisties were also employed during the hot weather. One pipe line and water tap were provided at Vijapur platform and one water hut was provided at Hissar.

Eastern Bengal Railway.—The work of sinking tube wells was in progress at Karadah, Putimari, Dum Dum Cantonment and Bongaigaon. Improved installations were made at Baruipur and Muladuli. The collapsed well at Rajendrapur was replaced.

East Indian Railway.—A drinking water tap was provided at Monghyr. As a permanent measure Hindu and Mahomedan watermen were employed at stations to supply water to passengers. During the hot weather months additional Hindu watermen and bhisties were posted at central points. At important stations, wooden cages were fixed in cool spots for the purpose of placing earthen ghurras containing cool water for the travelling public.

Great Indian Peninsula Railway.—Two shelters for earthen water pots were provided at Wardha and one at Sholapur.

Madras and Southern Mahratta Railway.—Permanent watermen were employed at 39 stations and temporary watermen for hot weather at 54. Water taps were provided at 89 stations and water taps and watermen at 73 stations.

North Western Railway.—Extra water taps were provided at Naurang Serai and Sonapat stations. Eleven tube wells and hand pumps for supply of pure drinking water were provided at a few stations. Wherever necessary, extra watermen were posted at stations during the hot weather. Hand barrows for water were brought into use at principal stations. Travelling watermen were appointed on Hyderabad Badin section as an experimental measure which proved a success. Travelling watermen were appointed to run on day passenger trains on certain sections to supply water to passengers.

Rohilkund and Kumaon Railway.—Water carts for supplying water to passengers have been provided at the following stations:—

Bareilly City	1	Pilibhit	1
Mailani	1	Sitapur	1
Lucknow City	2		

South Indian Railway.—New hydrants were provided at Madras Beach and Tambaram, hygienic hydrants at Erode Junction. One 500-gallon capacity drinking water tank was installed in place of a hydrant at Tiruvannamalai.

Restaurant Car Services and Refreshment Rooms.

Assam Bengal Railway.—One restaurant car for first and second class passengers continued to run on the Assam Mail trains between Lumding and Manipur Road. Though there were no separate refreshment rooms for Hindus and Mahomedans, yet at some of the stalls at important stations, sufficient facilities were provided for these passengers to obtain meals.

Bengal and North-Western Railway.—The refreshment rooms at Gorakhpur were remodelled and refurnished with a view to afford better

accommodation and greater facilities. Four new refreshment rooms for Hindus and Mahomedans were opened during the year at Thana Bihpur, Gorakhpur, Aunrihar and Samastipur.

Bombay, Baroda and Central India Railway.—The popularity gained in previous years by the arrangements for providing hot meals for Hindus and Mahomedans on certain broad gauge Express trains was maintained.

On the metre gauge, a bogie combined first, second and Dinner (of European style) ran daily on the main line mail trains between Ajmer and Ahmedabad, and on the express trains between Delhi and Ahmedabad. A restaurant car was also attached to the mail trains daily between Delhi and Rewari, during the cold weather from October to March. A refreshment room for Hindus was provided at Virangam, while the Mahomedan refreshment room at Bombay Central was closed for want of sufficient business.

Burma Railways.—There are 20 Refreshment Rooms for the use of the travelling public generally including the Ferry Steamer between Amarapura Shore and Sagaing under operation. The Zibingyi and Kume Road Tea rooms were closed down during the year.

East Indian Railway.—For want of sufficient patronage from the public, four Mahomedan refreshment rooms were converted into tea stalls. One new Mahomedan refreshment room was opened.

Great Indian Peninsula Railway.—The restaurant car services which were in force during 1930-31 for the public were generally in use with only very minor alterations during the year under review. The refreshment room for the general public at Damoh was closed down as it was not sufficiently patronised.

Jodhpur Railway.—Dining cars were run on the Sind Mail between Marwar Junction and Balotra and Gadra Road and Hyderabad (Sind) on week days and between Marwar Junction and Hyderabad (Sind) on Saturdays.

Madras and Southern Mahratta Railway.—An Indian refreshment car service was introduced on two passenger trains, running between Madras and Bangalore and the car service which was running on two trains between Madras and Cuddapah was discontinued. An Indian refreshment room was opened at Arsikere station bringing the total number of Indian refreshment rooms to 43. Out of these, 7 were for the exclusive use of Mahomedans, 1 for Christians and 35 for the travelling public generally.

North Western Railway.—Dining car service was continued on the popular mail trains and was extended to the Frontier Mail between Lahore and Peshawar. Vending cars running on Peshawar-Howrah express between Rawalpindi and Jullundur City were fairly popular. One refreshment room for Hindus and one for Mahomedans were opened at Khanpur and one for general travelling public at Killa Saifulla. One refreshment room for the general public at Reti was closed and a tea stall was provided in its stead. The refreshment room at Kalabagh ghat was also closed on the opening of the bridge.

South Indian Railway.—One European refreshment room was opened at Trivandrum Central bringing the total to 35. An Indian buffet and an Indian refreshment room were opened at Trivandrum Central and Vridhachalam respectively. The Indian light refreshment rooms at Palghat and Negapatam were closed. The total number of Hindu and Mahomedan refreshment rooms at the close of the year was 29 and 6 respectively.

Vendors' Stalls.

Assam Bengal Railway.—At 54 stations stalls were in use.

Bengal and North-Western Railway.—A vendor's stall at Samastipur and a tea stall at Muzaffarpur were erected for the use of Hindus and Mahomedans thus bringing the total number of stalls to 56.

Bombay, Baroda and Central India Railway.—The Hindu refreshment room at Bombay Central was converted into a light refreshment stall, while a new refreshment stall for Indians was provided at Indore.

East Indian Railway.—A new stall was provided at Ondal and improvements to those at Laksar and Dinapore were made.

Great Indian Peninsula Railway.—The number of stations at which stalls were provided was 120.

Jodhpur Railway.—The number of stalls has been increased by one at Marwar Pali.

Madras and Southern Mahratta Railway.—One new stall was opened at Diguvamitta, bringing the total to 119.

North Western Railway.—One tea stall was opened at Bhakkar and improvements were made to the existing stalls at Lyallpur.

South Indian Railway.—Fruit and tea stalls of an improved type were constructed at Madras Beach and a fruit stall at Trichinopoly Junction.

Waiting Rooms for upper class passengers. Waiting Halls for third class passengers. Benches.

Assam Bengal Railway.—A waiting room for the accommodation of first and second class passengers was constructed at Golaghat station and a bath room was added to the first and second class waiting room at Gauhati. A new waiting hall for third class passengers was provided at Golaghat station. Three masonry benches were placed in the third class waiting hall at Golaghat station and additional benches were provided in the waiting rooms of Jamunamukh and Jalsuka stations.

Bengal and North-Western Railway.—Separate waiting rooms for first, second and intermediate class passengers as well as one intermediate class ladies waiting room were constructed at Gorakhpur. The newly built waiting rooms at Gorakhpur have been refurnished with superior furniture and up-to-date water closets, baths, shower baths and automatic flush urinals. At Janakpur Road the third class waiting hall was extended and an Indian ladies waiting room was provided. A new third class waiting hall with separate accommodation for ladies was opened at Samastipur. Four double seated platform benches each at Barauni Junction and Gonda station respectively, two double seated platform benches each at Muzaffarpur and Samastipur and one wooden bench at Aunrihar Junction platform were provided. One more bench was added to the third class passenger hall at Samastipur.

Bengal Nagpur Railway.—A new waiting hall was built for third class passengers at Robertson station. In most of the halls and platforms at stations cement benches were in use.

Bombay, Baroda and Central India Railway.—In addition to extending the existing third class waiting halls at Vishwamitri, Hathuran, Ranoli, Mahalakshmi and Agra Fort, new waiting halls for third class passengers were provided at Varnama, Itola, Unhal, Ode, Ambliyan, Vasan and Panchat and also at Vishwamitri. The flooring of the third class waiting halls was also repaired at Dasalwada and Kathlal. Fifteen additional wooden benches were provided at the following stations:—

Vishwamitri	2	Ranoli	2
Hathuran	1	Unhal	1
Varnama	2	Ode	4
Itola	3		

Eastern Bengal Railway.—New waiting halls for third class passengers were provided at Bagerhat College, Abdulpur, Raninagar and Dum Dum Junction.

Esat Indian Railway.—New waiting halls were built at Ondal, Jherriah, Jaunpur and Unao. 8 additional benches on the platforms at Lucknow, 1 at Cawnpore Bridge, 1 at Mewa Nawada, 3 at Bareilly and 1 at Dalpatpur were placed during the year.

Great Indian Peninsula Railway.—Waiting rooms for first and second class passengers were provided at Balharshah. Extensions to the existing third class waiting halls were carried out at Pandurna and Palasner and new third class waiting halls were provided at Balharshah, Bhuteshwar,

Chikni Road, Nagardeola, Summit and Waghoda. Additional benches were provided during the year as detailed below :—

(i) at station platforms—

Govandi	2	Wardha	6
Mankhurd	2		

(ii) at waiting halls—

Balharshah	5	Chikni Road	4
Dhanori	4	Pimpermhed	4
Summit	4	Waghoda	5

Jodhpur Railway.—One bench was provided at Bakra Road.

Madras and Southern Mahratta Railway.—Extensions to the existing third class waiting halls were completed at Vetapalemu, Jalarpet, Sullurupeta, Singarayakonda, Talamanchi, Nayudupet and Repalle. A new waiting hall for third class passengers was also built at Minchnal.

North Western Railway.—Waiting rooms for first and second class passengers were provided at Nok-Kundi and Gujranwala Town stations. Wooden cubicles were provided for the first class retiring room at Rawalpindi. Extension to third class waiting hall was carried out at Badhomalhi and new halls for third class passengers were constructed at Jessar and Gujranwala. Two additional benches each were provided at Khairpur Mirs and Tharushah station platforms and eight, four and five additional benches respectively were placed in the waiting halls at Kotri, Jessar and Alhar stations.

Rohilkund and Kumaon Railway.—Four wooden benches each were provided at the platforms of Lucknow City and Lucknow Junction stations.

South Indian Railway.—Additional waiting rooms for first and second class passengers were provided at Madras Beach, Madras Fort and Salem Town stations and a new waiting room was constructed at Pdukad. Waiting halls for third class passengers at Salem Junction and Salem Town were extended and new halls constructed at Palni, Tiruchendur, Erode, Salem Market, Chromepet, Seydunganallur, Nallur Road, Madras Beach, and Madras Fort. The platforms of the latter two stations were roofed. 25 benches at Erode, 1 at Seydunganallur, 2 at Tenkasi, 2 at Madras Fort and 4 sets (one set consisting of 2 benches back to back) each at Madras Beach, Madras Egmore and Tambaram, were provided.

Opening of new stations and city booking offices.

Assam Bengal Railway.—A new station was opened at Rangapahar.

Bengal Nagpur Railway.—Sadashibpur passenger halt on the Talcher branch was opened for passenger traffic and Bijulia passenger halt was converted into a flag station.

Bombay, Baroda and Central India Railway.—The flag stations at Magnad, Dantala, Nandarkha, Nahiar, Sahnabli and Churaman Nagri were opened and a pucca booking office was constructed at Panchot in place of the wagon body in use.

Burma Railways.—The following four stations were opened during the year—Hto-Pu, Paywet—Seik-Kon, Mayan and Nansiaung.

Eastern Bengal Railway.—No new city booking office was opened. The city booking office of the railway in the Bentick Street was amalgamated with that of the East Indian Railway city booking office and so there is now a joint office for both railways in Bentick Street for booking of passengers, parcels and luggages.

East Indian Railway.—Only one station named Jarangdih on the Gomoh-Barkakhana Section was opened for public passenger traffic. Halting places were provided for omnibus services on the Barwadih-Sone East Bank, Lucknow Haidergarh, Balamau-Sitapur Cantonment, Rosa-Sitapur City and Unao-Madhoganj Sections.

Great Indian Peninsula Railway.—As an experimental measure, a halt station named Miogaon was opened for booking of passengers and their luggage to and from stations on the Pachora-Jamner Railway only.

Madras and Southern Mahratta Railway.—Sholapur Town booking office was closed.

His Exalted Highness the Nizam's State Railway.—New station buildings were constructed at Seethapalmundi and Chittiagidda. Goods sheds were constructed at Hassanparthi Road, Oopal, Jamekunta, Pothapalli, Ramagundan and Mancherial. High level platform and roadway were constructed at Hussain Sagar Junction.

North Western Railway.—Paror, Samloti and Anur Bharmar stations were opened for local booking of passengers and luggage over the North Western Railway and goods traffic over the Kangra Valley section. In addition, Walton Training School and Gujranwala Town stations were opened for public traffic. One sub-booking office was opened at the end of Hall Gate foot over-bridge at Amritsar for the booking of passengers only.

South Indian Railway.—Chromepet was opened between Pallavaram and Tambaram.

92. Accidents.—(a) The following table shows the number of persons killed and injured in accidents on Indian Railways, apart from accidents in railway workshops, in 1930-31 and 1931-32 :—

Cause.	KILLED.		INJURED.	
	1930-31.	1931-32.	1930-31.	1931-32.
<i>A.—Passengers.</i>				
In accidents to trains, rolling-stock, permanent-way, etc.	12	8	140	93
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	325	245	881	808
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	...	2	16	11
Total	337	255	1,037	912
<i>B.—Railway Servants.</i>				
In accidents to trains, rolling-stock, permanent-way, etc.	25	16	132	157
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	282	201	1,827	1,819
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	44	43	4,659	5,467
Total	351	260	6,618	7,443
<i>C.—Other than passengers and railway servants.</i>				
In accidents to trains, rolling-stock, permanent-way, etc.	71	32	96	62
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	2,397	2,322	735	736
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	24	19	61	47
Total	2,492	2,373	892	845
Grand Total	3,180	2,888	8,547	9,200

(b) Of the 2,888 persons killed, 1,863 were trespassers; 394 were reported to be suicides and 64 were killed on railway premises otherwise than during the movement of trains, vehicles, etc. The total number of persons killed in 1931-32 was 292 less than in the previous year. The number of passengers killed decreased by 82 and of passengers injured by 125.

(c) The following statement shows the number of passengers killed and injured on all railways during each of the last 5 years :—

Year.	PASSENGERS.	
	Killed.	Injured.
1927-28	387	1,179
1928-29	418	1,368
1929-30	358	1,126
1930-31	337	1,037
1931-32	255	912

(d) On Class I Railways the number of railway servants killed in accidents which occurred during the movement of trains and railway vehicles, exclusive of train accidents, decreased by 80 and the number injured by 2. The following table analyses the main causes of these accidents :—

Cause.	KILLED.		INJURED.	
	1930-31.	1931-32.	1930-31.	1931-32.
Misadventure or accidental	187	107	1,550	1,567
Want of caution or misconduct on the part of the injured person.	80	75	186	164
Want of caution or breach of rules, etc., on the part of servants other than the person injured.	7	12	30	29
Defective apparatus or system of working, dangerous places, dangerous condition of work or want of rules, or systems of working.	...	...	1	5
Total	274	194	1,767	1,765

(e) The following statement analyses the accidents which occurred during the last two years, grouped under the principal causes. A statement showing the accidents in greater detail for each railway will be found in Appendix D of Volume II of this report :—

	1930-31.	1931-32.
1. Running over cattle	8,861	8,790
2. Accidents due to failure of couplings and draw gear	3,100	3,575
3. Derailments not involving passenger trains	4,176	3,291
4. Accidents due to failure of engines owing to faulty material, workmanship and operation arising from the working of the running staff	2,483	1,825
5. Accidents due to failure of engines owing to faulty material and workmanship in the Mechanical Department	712	577
6. Broken rails	415	306
7. Derailment of passenger trains	369	294
8. Running over obstructions on the line other than those at level crossings	222	168
9. Fires in trains or at stations or bridges	173	166
10. Collision involving goods trains or goods vehicles	222	165
11. Flooding of permanent way	238	136
12. Attempted train wrecking	145	122
13. Train wrecking		32
14. Trains running over obstructions or vehicles at level crossings	104	107
15. Accidents due to failure of axles	90	86
16. Land slips	87	69
17. Passenger trains running in the wrong direction through points but not derailed.	96	68
18. Collisions involving passenger trains	80	65
19. Collisions between light engines	53	35
20. Accidents due to failure of tyres or wheels	27	17
21. Accidents due to failure of brake apparatus	23	14
22. Failure of bridges or tunnels	9	7
23. Miscellaneous	616	404
TOTAL	22,301	20,319

There was a decrease of 1,982 in the total number of accidents as compared with the previous year. The largest number of accidents still comes under the head "Running over cattle" (43 per cent. of the whole), followed by "Accidents due to failure of couplings and draw-gear" (18 per cent.), "derailments not involving passenger trains" (16 per cent.), "accidents due to failure of engines owing to faulty working of the running staff, etc." (9 per cent.) and "accidents due to failure of engines owing to faulty material, etc." (3 per cent.).

With the exception of accidents under the heads "failure of couplings and draw gear", "attempted train wrecking", "train wrecking" and "trains running over obstructions or vehicles at level crossings", all other heads show a decrease compared with the previous year. The number of accidents classed under "attempted train wrecking and train wrecking" increased from 145 in 1930-31 to 154 in 1931-32.

93. Before concluding our account of railway matters, mention of the more serious accidents that occurred on the railways during the year under review might be included. These amounted to 11 as against 9 during the year 1930-31 three of which were due to the activities of train wreckers.

(1) On the 6th of April, 1931, *No. 83 Up passenger train* was derailed at mile 135/7 between Lalru and Ghaggar on the Ambala-Kalka section of the North Western Railway. The derailment was caused by the removal of a rail from the inside of a curve. One passenger and the engine crew received minor injuries. The engine and 4 bogie coaching vehicles were damaged and damage was also caused to the track.

(2) On the night of 11th-12th May, 1931, *28 Down Sirajganj Ghat Calcutta passenger train* was derailed between Dilpashar and Saratnagar on the Eastern Bengal Railway by the removal of fastenings from a rail in the track. Nine passengers were slightly injured. The culprits could not be traced.

(3) On the 1st June, 1931, at about 23.7 hours, *3 Up Mandalay Mail* was derailed at mile 116/10 between Penwagon and Tawgywe-In on the Rangoon Mandalay main line of the Burma Railways. The accident was caused by disconnecting both joints of a rail which was also slewed out of line and lifted on to a fishplate resting on the sleeper. Two passengers were seriously injured and 8 others received minor injuries, considerable damage being done to the rolling stock.

The other accidents were :—

(4) On the 13th April, 1931, at 5.34 hours, a passenger train collided with a motor bus at level crossing No. 8 within station limits of Sargodha on the branch line section Sargodha to Hundewali of the North Western Railway. Of the persons travelling in the motor bus, one was killed, one was seriously injured and 9 other received minor injuries. The motor bus was wrecked, slight damage being done to the train engine.

(5) On the 24th April, 1931, at about 16 hours, *136 Down local mixed* derailed at mile 326/11 between Thamya and Le-Ein on the Burma Railways. Three passengers received minor injuries and a good deal of damage was done to the rolling stock, and slight damage to the track.

(6) On the 7th July, 1931, at about 10.30 hours, *No. 83 Up passenger train* derailed on a curve at mile 25/15/16 between Kumarhatti and Barog on the Kalka Simla Section of the North Western Railway. The engine and three bogie coaches parted from the train and fell about 100 ft. down the hill side. Five persons were seriously injured and 17 others received minor injuries. Considerable damage was done to the engine and the rolling stock.

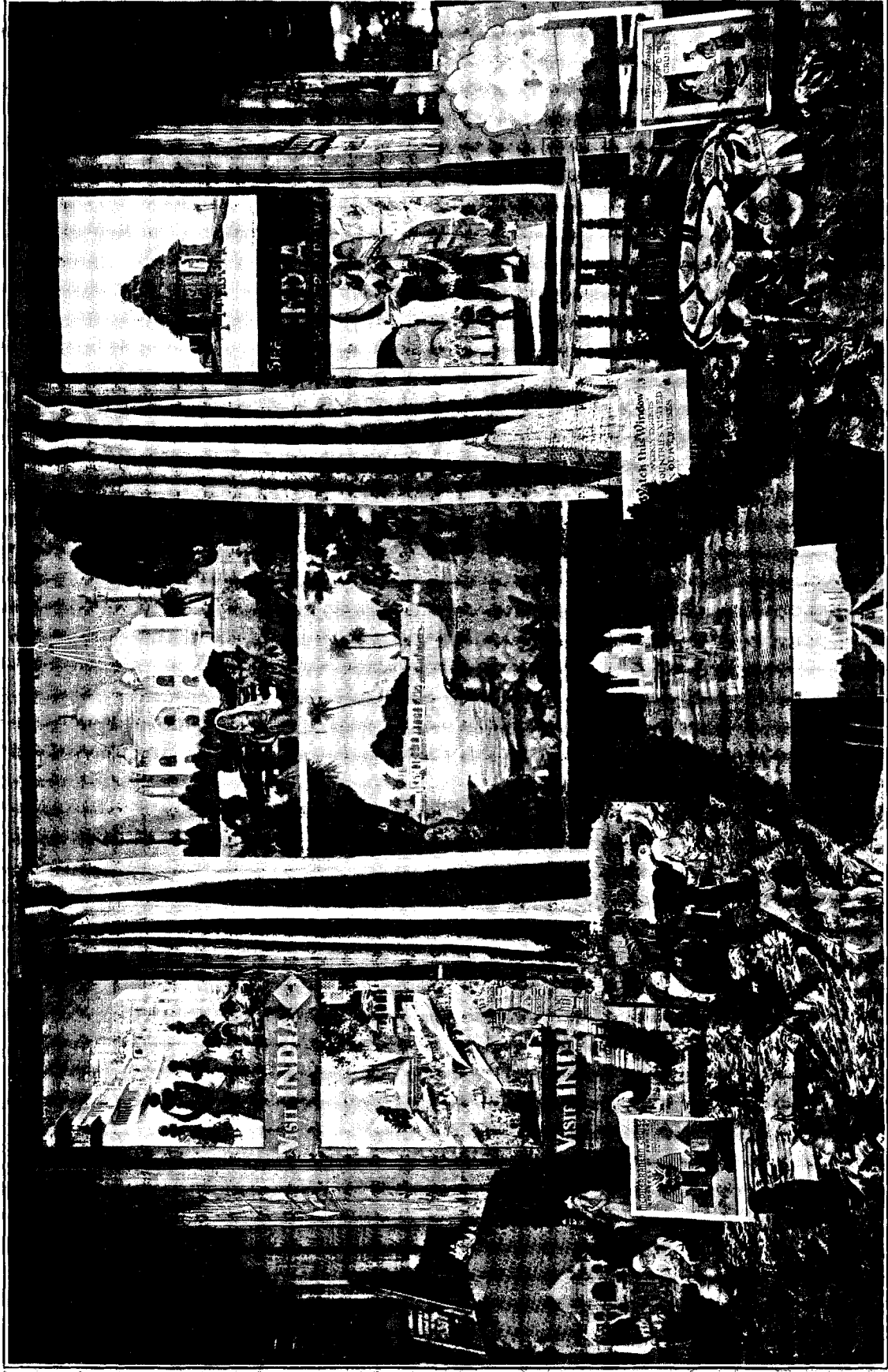
(7) On the 23rd August, 1931, at about 21.30 hours, the engine of *Down Special Goods train* fell through girder bridge No. 78 at mile 41/13 on Godhra-Anand Section of the Bombay, Baroda and Central India Railway, as the bridge had been damaged due to heavy floods. Six persons on the engine were killed and one was seriously injured, considerable damage being done to rolling stock and to the track.

(8) On the 1st September, 1931, at about 2.0 hours, *No. 6 Down Express train* from Trivandrum to Madras derailed at the Madras end of Vriddhachalam station. Three railway employees and two passengers were injured.

(9) On the 9th September, 1931, at about 4.12 hours, *No. 7 Up Dacca Mail* collided with a shunting train outside Rajbari yard on the Eastern Bengal Railway. The engines met head on and were badly damaged as also was a bogie luggage van. Thirteen persons received minor injuries.

(10) On the 28th September, 1931, at about 17.0 hours, *No. 62 Down passenger train* derailed at mile 147 between Indi Road and Lachyan stations on the Gadag-Sholapur section of the Madras and Southern Mahratta Railway. Five persons were killed and 20 injured, considerable damage being done to the permanent way and rolling stock.

(11) On the 17th December, 1931, at about 3.0 hours, *No. 33 Down Parcel and III Class passenger train* derailed at mile 43/9-10 between Kalyan and Igatpuri on the Great Indian Peninsula Railway. One passenger was killed and 6 others injured.



Indian Railways Publicity show window, U.S.A.

94. Central Publicity.—In spite of the fact that, due to unprecedented financial depression and the consequent necessity for economy, the staff of the Central Publicity Bureau had to be re-organised and reduced, the original budget of the Bureau materially cut down and its activities considerably curtailed, the results obtained from the working of the Central Publicity Bureau in 1931-32 show a very definite improvement on the figures of 1930-31. Particularly it is noticeable in the case of the bookings of tourist cars for overseas visitors. The figures of these have exceeded the figures of all previous years; even though, unfortunately, the disturbed political conditions in India had the effect of materially reducing the total number of visitors who it was originally anticipated were likely to visit this country. Nevertheless there is every indication that as soon as conditions improve, a considerable influx of tourists to this country can be expected. The film production department was closed down due to the need for economy; all the same a number of films of the Central Publicity Bureau Library were loaned to exhibitions and rural uplift campaigns. The output of photographs from the office had also to be considerably reduced due to the same reason, but the sale proceeds together with reproduction fees on those supplied to the press covered the expenses in this particular branch. The issue of pamphlets was continued during the year under review, though several departures from the old practice had to be made to effect the saving demanded by the present need for economy. In this direction special mention might be made of the policy now adopted of publishing one pamphlet covering several places of interest instead of different pamphlets for each individual place as was done before. In accordance with this policy it is the intention to divide India into circles, thus grouping a number of places under one publication. The total number of pamphlets issued during the year was 229,822 as against 318,000 distributed during the previous year.

Six new posters were produced during the year, the total number issued being 25,517. These posters have proved to be popular with the public, which is evidenced by the sum of Rs. 1,175 realised from the sale thereof to private individuals and schools.

The reciprocal exchange of pictorial posters produced by the Bureau with the more important railways of the world was continued.

A special feature of the activities of the Bureau during the year under review has been the effort to develop third class traffic. Although no large scheme was undertaken, experiments were made which have proved that the methods considered are likely to prove of great benefit to the railways. Developments on these lines on a larger scale are contemplated during the ensuing year.

95. Anti-malarial measures.—Anti-malarial measures were continued on railways with good results both to the railway staff and the Railway Administrations. On the Eastern Bengal Railway the number of new cases reported showed a decrease of 3,384 as compared with the previous year, resulting in a saving of 9,594 sick-men-days. The Medical Department of this railway co-operated with the Bengal Public Health Department in combating the threatened invasion of Calcutta and its suburbs by *Anopheles Ludlowii* and contributed to the successful measures which brought about the disappearance of this mosquito from Budge Budge.

The Bengal Nagpur Railway similarly reports an improvement in the incidence of malaria. At 4 stations on that railway, where up-to-date figures are available, a decrease of over 50 per cent. is recorded in the number of cases resulting in a saving of 2,420 sick-men-days. The laboratory work on this railway continues to increase and during the year 1,485 mosquito larvæ and 10,574 adult mosquitoes were identified and 964 blood films examined. Owing to financial stringency, however, malaria controls were closed at 3 stations on the Railway.

On the Great Indian Peninsula Railway the usual anti-malarial measures, which included regular inspections of railway colonies and adjoining areas with a view to a systematic destruction of larvæ, were carried out throughout the year by the Health Staff working under the supervision and control of

Health Assistants. The following table compares the statistics relating to the incidence of malaria on this railway during the last 3 years :—

Year.	Number of Malaria cases.	Percentage ratio of malaria cases to staff.	Certified days of sickness for malaria.	Average number of days of absence per employee per year for malaria.
1929-30	13,783	12.52	Figures not available	
1930-31	8,699	7.98	64,897	0.60
1931-32	7,628	8.22	62,131	0.67

Anti-malarial activities were also continued at various places on the broad gauge and the metre gauge sections of the Bombay, Baroda and Central India Railway. The number of malaria cases on this railway fell from 26,034 in 1930-31 to 24,529 in 1931-32 representing 35.1 and 33.9 per cent. of staff respectively.

On the North Western Railway joint malarial committees were organised by the military authorities at various cantonment stations with a view to the eradication of malaria and railway medical staff co-operated with the military and civil authorities in this respect. Special anti-malarial measures were taken in the Delhi area in conjunction with the civil authorities.

96. Earthquake damage.—During the year under review the Quetta Division of the North Western Railway was visited by a series of earthquake shocks between the 25th August and the 4th September; happily without loss of life. Heavy damage however to bridges, track, buildings, and to a lesser extent tunnels, was caused and communication by rail, by road and by telegraph was interrupted. In addition, throughout the whole of the Ghat sections of the Harnai and the Bolan routes, numerous fissures were formed in banks, sides of cuttings and hill sides, while masses of loosened earth became a source of actual or potential danger. The water supply at many of the stations was also affected. A rough estimate of the damage to railway property framed immediately after the occurrence placed the cost at Rs. 16 lakhs on the Bolan route and Rs. 7 lakhs on the Harnai route.

Subsequently, however, it was decided that several of the damaged buildings and bridges should not be replaced. This decision, together with certain modifications in the original scheme for repairs, enabled the cost of restoration to be considerably curtailed; and an estimate for Rs. 13.75 lakhs was sanctioned in December, 1931, the work being estimated to take about one year.

APPENDIX A.

Railway Administrations in India alphabetically arranged in three classes according to their gross earnings showing the working agencies and ownership.

[NOTE.—Railways under construction or sanctioned for construction on the 31st March 1932, are shown in *italics*.]

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS I.—RAILWAYS.				
1. Assam Bengal . . .	Assam Bengal Rail- way Company.	(a) Assam Bengal . . .	3' 3½"	State.
		(b) Chaparmukh Silghat . . .	3' 3½"	Branch line Company under guarantee terms.
		(c) Katakhal Lalabazar . . .	3' 3½"	Ditto.
		(d) Mymensingh Bhairab Bazar. . .	3' 3½"	Branch line Company under guarantee and rebate terms.
2. Bengal and North- Western.	Bengal and North- Western Railway Company.	(a) Bengal and North- Western. . .	3' 3½"	Company subsidized by the Government of India.*
		(b) Mashrak-Thawe . . .	3' 3½"	State.
		(c) Tirhoot . . .	3' 3½"	Do.
3. Bengal Nagpur . . .	Bengal Nagpur Rail- way Company.	(a) Bengal Nagpur . . .	5' 6"	Do.
		(b) Anuppur-Manendra- garh. . .	5' 6"	Do.
		(c) Mayurbhanj . . .	2' 6"	Branch Line Com- pany under rebate terms.
		(d) Parlakimedi Light . . .	2' 6"	Indian State.
		(e) Purulia-Ranchi . . .	2' 6"	State.
		(f) Raipur-Dhamtari . . .	2' 6"	Do.
		(g) Satpura . . .	2' 6"	Do.
4. Bombay, Baroda and Central India.	Bombay, Baroda and Central India Rail- way Company.	(a) Bombay, Baroda and Central India. . .	5' 6"	Do.
		(b) Nagda-Ujjain . . .	5' 6"	Indian State.
		(c) Pettad-Cambay (An- and-Tarapur Sec- tion). . .	5' 6"	Ditto.
		(d) Pettad-Cambay (Tarapur-Cam bay Section). . .	5' 6"	Ditto.
		(e) Tapti-Valley . . .	5' 6"	Branch line Company under rebate terms.
		(f) Bombay, Baroda and Central India. . .	3' 3½"	State.
		(g) Ahmedabad-Parantij . . .	3' 3½"	Branch line Company under rebate terms.
		(h) Dhrangadra . . .	3' 3½"	Indian State.
		(i) Gaekwar's Mehsana . . .	3' 3½"	Ditto.
		(j) Jaipur State . . .	3' 3½"	Ditto.
		(k) Palanpur-Deesa . . .	3' 3½"	Ditto.†
		(l) Bombay, Baroda and Central India. . .	2' 6"	State.
		(m) Champaner-Shivraj- pur-Pani Light. . .	2' 6"	Branch line Company under rebate terms.
		(n) Godhra-Lunavada . . .	2' 6"	Ditto.
		(o) Nadiad-Kapadvanj . . .	2' 6"	Ditto.
		(p) Piplod-Devgad-Baria . . .	2' 6"	Indian State.
		(q) Rajpipla State . . .	2' 6"	Ditto.
5. Burma . . .	State . . .	(a) Burma . . .	3' 3½"	State.

* Receives land only from Government.

† Owned jointly by Government and Palanpur Durbar.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS I.—RAILWAYS—contd.				
6. Eastern Bengal.	State	(a) Eastern Bengal (b) Sara Sirajganj (c) Eastern Bengal (d) Cooch Behar State (e) Eastern Bengal (f) Khulna-Bagerhat	5' 6" 5' 6" 3' 3½" 3' 3½" 2' 6" 2' 6"	State. Branch line Company under rebate terms. State. Indian State. State. Branch line Company under rebate terms.
7. East Indian	State	(a) East Indian (b) Hardwar-Dehra (c) South Bihar (d) Cawnpore-Burhwal link.*	5' 6" 5' 6" 5' 6" 3' 3½"	State. Branch line Company under guarantee terms. Branch line Com- pany. State.
8. Great Indian Penin- sula.	State	(a) Great Indian Penin- sula. (b) Bhopal-Itarsi (Indian State Section). (c) Bhopal-Ujjain (d) Bina-Goonna-Baran (e) Dharwa-Pusad (f) Dhond-Baramati (g) Ellichpur-Yeotmal (h) Pachora-Jaunpur (i) Pulgaon-Arvi	5' 6" 5' 6" 5' 6" 5' 6" 2' 6" 2' 6" 2' 6" 2' 6" 2' 6"	Do. Indian State. Ditto. Ditto. State. Branch line Company under rebate terms. Ditto. Ditto. Ditto.
9. Jodhpur	Indian State	(a) Jodhpur (b) Jodhpur-Hyderabad (British Section). (c) Mirpur Khas-Khadro	3' 3½" 3' 3½" 3' 3½"	Indian State. State. Company subsidized by the Government of India.†
10. Madras and Southern Mahratta.	Madras and Southern Mahratta Railway Company.	(a) Madras and Southern Mahratta. (b) Kolar Goldfields (c) Tenali-Repalle (d) Madras and Southern Mahratta. (e) Alnavar-Dandeli (Pro- vincial). (f) Bangalore-Harihar (g) Bezwada-Masuli- patam. (h) Hindupur (Yesvant- pur-Mysore Fron- tier). (i) Kolhapur State (j) Sangli State (k) West of India Portu- guese.	5' 6" 5' 6" 5' 6" 3' 3½" 3' 3½" 3' 3½" 3' 3½" 3' 3½" 3' 3½" 3' 3½" 3' 3½"	State. Indian State. District Board. State. Do. Indian State. District Board. Indian State. Ditto. Ditto. Foreign Country.
11. Nizam's State	Nizam's State Rail- ways.	(a) Nizam's State (b) Bezwada Extension (c) Nizam's State (d) Dronachellam (Dhona- Kurnool, British Frontier).	5' 6" 5' 6" 3' 3½" 3' 3½"	Indian State. State. Indian State. State.

* Under running power agreement the B. and N.-W. Railway Company run and haul their trains and traffic over this line.

† Receives land only from Government.

RAILWAYS IN INDIA ALPHABETICALLY ARRANGED ACCORDING TO CLASSES. 83

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5

CLASS I.—RAILWAYS—*concl'd.*

12. North Western	State	(a) North Western	5' 6"	State.
		(b) Amritsar Patti	5' 6"	Branch line Company under rebate terms.
		(c) Bahawalnagar Fort Abbas-Rohatwali-Hotwala.	5' 6"	Indian State.
		(d) Hoshiarpur Doab (Jullundur Mukerian).	5' 6"	Branch line Company under rebate terms.
		(e) Hoshiarpur Doab (Phagwara-Rahon).	5' 6"	Ditto.
		(f) Jammu and Kashmir (Indian State Section).	5' 6"	Indian State.
		(g) Jind Panipat (Indian State Section).	5' 6"	Ditto.
		(h) Khanpur-Chachran	5' 6"	Ditto.
		(i) Ludhiana-Dhuri Jakhhal.	5' 6"	Ditto.
		(j) Mandra-Bhaun	5' 6"	Branch line Company under rebate terms.
		(k) Rajpura Bhatinda	5' 6"	Indian State.
		(l) Sirhind Rupar	5' 6"	Ditto.
		(m) Sialkot Narowal	5' 6"	Branch line Company under rebate terms.
		(n) Jacobabad-Kashmor.	2' 6"	Ditto.
		(o) Kalka-Simla	2' 6"	State.
		(p) Kangra-Valley	2' 6"	Do.
		(q) Kohat-Thal	2' 6"	Do.
		(r) Larkana-Jacobabad.	2' 6"	Branch line Company under rebate terms.
		(s) Trans-Indus (Kasibagh-Bannu).	2' 6"	State.
		(t) Zhob Valley	2' 6"	Do.
13 Rohilkund and Kumaon.	Rohilkund and Kumaon Railway Company.	(a) Rohilkund and Kumaon.	3' 3½"	Company subsidized by the Government of India.
		(b) Lucknow-Bareilly	3' 3½"	State.
14. South Indian	South Indian Railway Company.	(a) South Indian	5' 6"	Do.
		(b) South Indian	3' 3½"	Do.
		(c) Nilgiri	3' 3½"	Do.
		(d) Peralam-Karaikkal	3' 3½"	Foreign Country.
		(e) Podanur-Pollachi	3' 3½"	District Board.
		(f) Pondicherry	3' 3½"	Foreign Country.
		(g) Shoranur-Cochin	3' 3½"	Indian State.
		(h) Finnevelly-Tiruchendur.	3' 3½"	District Board.
		(i) Travancore (British Section).	3' 3½"	State.
		(j) Travancore (Indian State Section).	3' 3½"	Indian State.
		(k) Morappur-Hosur	2' 6"	State.
		(l) Tirupattur-Krishnagiri.	2' 6"	Do.

CLASS II.—RAILWAYS.

1. Barsi Light	Barsi Light Railway Company.	Barsi Light	2' 6"	Company subsidized by the Government of India.*
2. Bengal Dooars	Bengal Dooars Railway Company.	(a) Bengal Dooars	3' 3½"	Company subsidized by District Board.
		(b) Bengal Dooars Extensions.	3' 3½"	Company subsidized by the Government of India.*
3. Bhavnagar State	Indian State	Bhavnagar State	3' 3½"	Indian State.
4. Bikaner State	Ditto	Bikaner State	3' 3½"	Ditto.

* Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5

CLASS II.—RAILWAYS—*concl'd.*

5. Darjeeling Himalayan	Darjeeling Himalayan Railway Company.	(a) Darjeeling Himalayan	2' 0"	Company subsidized by Local Government.
		(b) Darjeeling Himalayan Extensions.	2' 0"	Branch line Company under rebate terms.
6. Dibru-Sadiya . . .	Assam Railways and Trading Company.	(a) Dibru-Sadiya . . .	3' 3½"	Company subsidized by Local Government.
		(b) Ledo and Tikak-Margherita Colliery.	3' 3½"	Unassisted Company.
7. Gaekwar's Baroda State.	Indian State . . .	(a) Gaekwar's Baroda State.	2' 6"	Indian State.
		(b) Bodeli Chhota Udai-pur.	2' 6"	Ditto.
8. Gondal	Ditto	(a) Gondal	3' 3½"	Ditto.
		(b) Jetalsar Rajkot . . .	3' 3½"	Ditto.
		(c) Khijadiya Dhari . . .	3' 3½"	Ditto.
9. Howrah-Amta Light .	Howrah-Amta Light Railway Company.	Howrah-Amta Light . .	2' 0"	Company subsidized by District Board.
10. Jamnagar and Dwarka	Jamnagar and Dwarka Railway Company.	(a) Jamnagar	3' 3½"	Indian State.
		(b) Jamnagar-Dwarka . .	3' 3½"	Branch line Company under guarantee and rebate terms.†
		(c) Okhamandal	3' 3½"	Indian State.
11. Junagad State . . .	Indian State	Junagad State	3' 3½"	Ditto.
12. Morvi	Ditto	Morvi	3' 3½"	Ditto.
13. Mysore	Ditto	(a) Mysore	3' 3½"	Ditto.
		(b) Bangalore-Chik Ballapur Light.	2' 6"	Company guaranteed by Indian State.
		(c) Kolar District	2' 6"	Indian State.
		(d) Tarikere-Narasimharajapura Light.	2' 0"	Ditto.
14. Shahdara (Delhi) Saharanpur Light.	Shahdara (Delhi) Saharanpur Light Railway Company.	Shahdara (Delhi) Saharanpur Light.	2' 6"	Company subsidized by the Government of India.*

CLASS III.—RAILWAYS.

1. Ahmadpur-Katwa . .	Ahmadpur-Katwa Railway Company.	Ahmadpur Katwa . . .	2' 6"	Branch line Company under guarantee terms.
2. Arrah-Sasaram Light.	Arrah-Sasaram Light Railway Company.	Arrah Sasaram Light .	2' 6"	Company subsidized by District Board.
3. Bankura-Damoodar River.	Bankura-Damoodar River Railway Company.	Bankura Damoodar River.	2' 6"	Branch line Company under guarantee terms.
4. Baraset-Basirhat Light	Baraset-Basirhat Light Railway Company.	Baraset Basirhat Light .	2' 6"	Company subsidized by District Board.
5. Bengal Provincial .	Bengal Provincial Railway Company.	(a) Bengal Provincial .	2' 6"	Unassisted Company.
		(b) Dasghara Jamalpur-ganj.	2' 6"	Branch line Company under guarantee terms.
6. Bukhtiarpur-Bihar Light.	Bukhtiarpur-Bihar Light Railway Company.	Bukhtiarpur Bihar Light	2' 6"	Company subsidized by District Board.
7. Burdwan-Katwa . .	Burdwan-Katwa Railway Company.	Burdwan Katwa	2' 6"	Branch line Company under guarantee terms.
8. Cutch State	Indian State	Cutch State	2' 6"	Indian State.

* Receives land only from Government.

† Financed on rebate terms given by the Jamnagar Durbar.

RAILWAYS IN INDIA ALPHABETICALLY ARRANGED ACCORDING TO CLASSES. 85

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS III.—RAILWAYS— <i>concl.</i>				
9. Dehri-Rohtas Light .	Dehri-Rohtas Light Railway Company.	Dehri-Rohtas Light .	2' 6"	Company subsidized by the Government of India.
10. Dholpur State . .	Indian State . .	Dholpur State . .	2' 6"	Indian State.
11. Futwah-Islampur .	Futwah-Islampur Light Railway Company.	Futwah-Islampur . .	2' 6"	Branch line Company under guarantee terms.
12. Gwalior Light . .	Indian State . .	Gwalior Light . .	2' 0"	Indian State.
13. Howrah-Sheakhala-Light.	Howrah-Sheakhala-Light Railway Company.	Howrah-Sheakhala Light	2' 0"	Company subsidized by District Board.
14. Jagadhri Light . .	Jagadhri Light Railway Company.	Jagadhri Light . .	2' 0"	Unassisted Company.
15. Jessore-Jhenidah .	Jhenidah Railway Syndicate.	Jessore-Jhenidah . .	2' 6"	Ditto.
16. Jorhat (Provincial) .	River Steam Navigation Company and India General Navigation and Railway Company.	Jorhat (Provincial) .	2' 0"	State.
17. Kalighat-Falta . .	Kalighat-Falta Railway Company.	Kalighat-Falta . .	2' 6"	Branch line Company under guarantee terms.
18. Kulasekarapatnam Light.	East India Distilleries and Sugar Factories.	Kulasekarapatnam Light	2' 0"	Unassisted Company.
19. Matheran Light . .	Matheran Steam Tramway Company.	Matheran Light . .	2' 0"	Company subsidized by the Government of India.*
20. Porbandar State . .	Indian State . .	Porbandar State . .	3' 3½"	Indian State.
21. Tezpur-Balipara Light.	Tezpur-Balipara Steam Tramway Company.	Tezpur-Balipara Light .	2' 6"	Company subsidized by District Board.
22. Tirupati-Tiruchanur Light.	Tirupati-Tiruchanur Light Railway Company.	Tirupati-Tiruchanur Light	2' 0"	Unassisted Company.
23. Trivellore Light . .	T. Namburam Chetty and Sons.	Trivellore Light . .	2' 0"	Ditto.
24. Udaipur-Chittorgarh .	Indian State . .	Udaipur-Chittorgarh .	3' 3½"	Indian State.

* Receives land only from Government.

APPENDIX B.

Notes on the relation of the Government to Railways in India.

(Reprinted from the Report for 1914-15 and brought up to date.)

Diversity of Relations between the State and Railways.—One of the special features of the Indian Railway system is the diversity of conditions that prevails in the relation of the State to the various lines in respect of ownership and control. Of the important lines situated in British India or in which the Government of India is interested, five [the North Western,* Eastern Bengal, East Indian (with which has been amalgamated the Oudh and Rohilkhand Railway from the 1st July 1925), Great Indian Peninsula and Burma Railways] are owned and worked by the State; five (the Bombay, Baroda and Central India, Madras and Southern Mahratta, Assam-Bengal, Bengal-Nagpur and South Indian) are owned by the State but worked on its behalf by companies enjoying a guarantee of interest from the Government; two important lines (the Bengal and North-Western, and Rohilkund and Kumaon) and many of less importance are the property of private companies, some being worked by the owning companies and some by the State or by the companies that work State-owned systems; several minor lines are the property of District Boards or enjoy a guarantee of interest granted by such Boards.

The diversity of conditions is in certain respects less important than might at first appear for the following reasons:—

The Government of India exercises under the Indian Railways Act, 1890, in respect of all railways in British India (and also, by virtue of arrangements with Indian States, in respect of certain railways passing through such States), certain general powers. Thus a railway may not be opened until a Government Inspector has certified that it has been constructed so as to comply with requirements laid down by the Government and can be used for the public carriage of passengers without danger to them. The Government of India can also, in the interest of the safety of passengers, require a railway to be closed, or the use of particular rolling-stock to be discontinued, or may prescribe conditions for the use of the railway or the rolling-stock. They can appoint a Railway Commission to investigate complaints on certain matters such as the withholding of reasonable traffic facilities or the grant of undue preference.

In addition, the Government of India (or in some cases Local Governments) exercise under the provisions of contracts detailed control over the management of all Railways in British India greatly exceeding that which is secured by the Indian Railways Act. They also have a certain financial interest in all companies in British India, and a preponderating interest in most of the Railways which are of the first importance.

History of Relations of the Government and Companies.—The main causes which have led to the present diversity of conditions in regard to the agency by which railways are managed, and the relations of the Government with the various classes of companies now in existence, are summarised in the following paragraphs:—

The first proposals for the construction of railways in India were submitted in 1844 to the East India Company in England by Mr. R. M. Stephenson, afterwards Chief Engineer of the East Indian Railway, and others; they included the construction of lines by railway companies to be incorporated for the purpose and the guarantee by the East India Company of a specified return. A contract for the construction by the East Indian Railway Company of an experimental line of 100 miles from Calcutta towards Mirzapore or Rajmehal at an estimated cost of 1,000,000*l.* was made in 1849, and a return of 5 per cent. was guaranteed by the East India Company on the Capital; and a similar contract was made in the same year with the Great Indian Peninsula Railway Company for a line from Bombay to Kalyan at an estimated cost of 500,000*l.* But the policy of entrusting generally the construction of Indian railways to guaranteed companies was not adopted until 1854 on the recommendation of Lord Dalhousie, who, in a minute, dated 20th April 1853, explained his reasons for preferring the agency of companies, under the supervision and control of the Government, to the construction of lines on behalf of the Government by its own officers. He held that the State Engineer officers would make railways as well, and possibly as cheaply, and as expedi-

* Includes the Delhi Umballa Kalka and Southern Punjab Railways which were purchased by the Secretary of State on 31st March 1926 and 1st January 1930 respectively.

tiously as companies; but that the withdrawal from other duties of the large number of officers required would be detrimental to the public interest; that the conduct of commercial undertakings did not fall within the proper functions of any Government and least of all within the functions of the Government of India, since the dependence of the population on the Government was, in India, one of the greatest drawbacks to the advance of the country, and that the country would therefore benefit by the introduction of English energy and English capital for railway purposes, with the possibility that such energy and capital would in due course be encouraged to assist in the development of India in other directions.

Old Guaranteed Railways.—The policy supported by Lord Dalhousie was adopted, and between 1854 and 1860 contracts for the construction of Railways in India were made by the East India Company, or (after 1858) by the Secretary of State for India with the East Indian, Great Indian Peninsula, Madras, Bombay, Baroda and Central India, Sind (afterwards, the Sind, Punjab and Delhi), Eastern Bengal, Great Southern of India (afterwards, when amalgamated with the Carnatic Railway Company—see below—the South Indian) and Calcutta and South-Eastern Railway Companies. Under these contracts the railway companies undertook to construct and manage specified lines, while the East India Company (or the Secretary of State for India) agreed to provide land and guaranteed interest on the capital, the rate fixed being in various cases 5, $4\frac{1}{2}$ and $4\frac{1}{4}$ per cent. according to the market rates prevailing when the various contracts were made. Half of any surplus profits earned was to be used towards repaying to the Government any sums by which it had been called upon to supplement the net earnings of any previous period in order to make good the guarantee of interest; and the remainder was to belong to the shareholders. In practically all matters of importance except the choice of staff, the companies were placed by the contracts under the supervision and control of the Government which had power to decide on the standard and details of construction; the rolling-stock to be provided, the number, time and speed of trains; the rates and fares to be charged; the expenditure to be incurred; the standard of maintenance; and the form of accounts. The railways were to be held by the companies on leases terminating at the end of 99 years, and on such termination the fair value of their rolling-stock, plant and machinery was to be paid to them. But provision was also made to enable the Government to purchase the lines after 25 or 50 years on terms calculated to be the equivalent of the companies' interest therein and also to enable the companies to surrender their lines to the Government and to receive in return their capital at par.

Early Attempts to Secure Funds for Railway Construction without a Guarantee.—An attempt to secure the construction of railways in India, on terms more favourable to the Government than those of the contracts with the original guaranteed companies, was first made in 1862, when a subsidy, but not a guarantee, was granted to the Indian Branch Railway Company which proposed to make feeders to the trunk lines in Northern India, and did actually make one such line. Similar assistance was granted later to the Indian Tramway Company, which made a short line in Madras. In 1864, the terms granted to the two companies mentioned were taken as a standard for general adoption with a view to the encouragement of similar companies. The chief provisions were that the Government, besides giving the necessary land free of costs, would grant an annual subsidy for 20 years at a rate not exceeding £100 per mile of line with an addition in respect of large bridges costing more than £10,000. These terms failed to attract capital, and the two unguaranteed companies which had begun work found themselves after a few years unable to proceed without further assistance from the Government. Consequently, in 1867, a contract was entered into with the Indian Branch Railway Company (which soon after changed its name to the "Oudh and Rohilkhand Railway Company") by which the company was guaranteed interest at 5 per cent. per annum on the cost of certain lines to be carried out by it, on conditions similar to those laid down in the contracts of the period 1854—1860. Similarly, the Indian Tramway Company, after having been given in 1868 a guarantee of 3 per cent. per annum, went into liquidation in 1870, and became absorbed in a new company called the Carnatic Railway Company (afterwards amalgamated with the Great Southern of India Railway Company to form the South Indian Railway Company), with which the Secretary of State entered into a contract guaranteeing interest on its capital at 5 per cent. per annum. In 1869, Sir John Lawrence summed up the result of the experiment of the construction of railways by unguaranteed companies as follows:—"The Government of India has for several years been striving to induce capitalists to undertake the construction of railways in India at their own risk, and on their responsibility with a minimum of Government interference. But the attempt has entirely failed, and it has become obvious that no capital can be obtained for such undertakings otherwise than under a guarantee of interest fully equal to that which the Government would have to pay if it borrowed directly on its own account."

The attempt to encourage unguaranteed companies having thus been unsuccessful, it became necessary to decide whether the old practice of relying on guaranteed companies, of the type that had provided capital for, and had constructed, the first railways

in India, should be continued. The Government of India expressed their objections to this course. They doubted whether their power of control over such companies secured the greatest possible economy in construction. They also disliked the arrangements under which they guaranteed the interest on the capital of companies, and thus became responsible for loss on working while having only a comparatively remote prospect of profiting by the result of successful working. Two important changes were consequently made in the practice that had been followed since the beginning of railway construction in India:—

1. Arrangements were made with some of the most important of the guaranteed companies that, in lieu of the provision that half of any surplus profits was to be applied in repayment of sums advanced by the Government under the guarantee of interest, half of the surplus profits for each half-year should be the property of the Government. In consideration of this modification, the Government relinquished, in the case of three companies, the Great Indian Peninsula, the Bombay, Baroda and Central India and the Madras, its right to purchase the lines at the end of the first 25 years from the dates of the respective contracts.
2. It was decided by the Secretary of State that the time had arrived when in both raising and expending such additional capital as might be required for new lines in India, the Government should secure to itself the full benefit of its own credit and of the cheaper methods which it was expected that it would be able to use. Accordingly, for several years after 1869, the capital expenditure on railways was chiefly incurred direct by the State and no fresh contracts with guaranteed companies were made except for small extensions. Among the lines constructed or begun by State agency and from State capital between 1869 and 1880 were the Indus Valley, Punjab Northern, Rajputana-Malwa, Northern Bengal, Rangoon and Irrawady Valley and Tirhoot.

Progress in the Construction of Railways.—By the end of 1879, in about 25 years from the introduction of railways in India, 6,128 miles of railway had been constructed by companies which had expended, approximately, £97,872,000 (these figures include the Calcutta and South-Eastern and Nalhati Railways which were constructed by companies but were purchased by the Government in 1868 and 1872, respectively). By the same date 2,175 miles of railway had been constructed by the Government at a cost of £23,695,226.

Introduction of Modified Guarantee Terms.—In 1880, the necessity for great and rapid extension of the railway system was urged by the Famine Commissioners, appointed after the great famine of 1878, who estimated that at least, 5,000 miles were still necessary for the protection of the country from famine. It was held by the Government of the time that a limit was necessary on the capital borrowed annually; and it was clear that the limit fixed was not high enough to allow of such progress in railway construction as was desirable. With reference to this difficulty the Famine Commissioners remarked: "that there would be manifest advantages in giving free scope to the extension of railways by private enterprise if it were possible; and, though the original form of guarantee has been condemned, it may not be impossible to find some substitute which shall be free from its defects, and may secure the investment of capital in these undertakings without involving the Government in financial or other liabilities of an objectionable nature."

Action in the direction suggested by the Commission was taken by the formation of three companies without a guarantee (the Bengal Central in 1881 and the Bengal and North-Western and Rohilkund and Kumaon in 1882), and three new guaranteed companies (Southern Mahratta in 1882, the Indian Midland in 1885, and the Bengal-Nagpur in 1887). The Bengal and North-Western and the Rohilkund and Kumaon Railway Companies are referred to more fully, in a later paragraph. The Bengal Central Railway Company's operations were not successful at the outset, and a revised contract was entered into with the company, with effect from the 1st July 1885, under which the Secretary of State guaranteed interest at $3\frac{1}{2}$ per cent. on the company's capital the balance of net earnings remaining after payment of interest on advances by the Secretary of State and debenture capital (but not the share capital) being divided between the Secretary of State and the company in the proportions of three-quarters to the former and one-quarter to the latter. The new contract gave the Secretary of State the right to take possession of the line on the 30th June 1905, or subsequently at intervals of 10 years, on repaying the company's capital at par. The rate of interest guaranteed to the Southern Mahratta Railway Company was also $3\frac{1}{2}$ per cent.; in this case the balance of net earnings remaining after payment of interest on advances by the Secretary of State (but not on share or debenture capital) was divisible in the same way as in the case of the Bengal Central Railway Company. The guarantee to the Indian Midland and Bengal-Nagpur Railway Companies was 4 per cent.; and the Secretary of State was entitled to three-quarters of the surplus profits in excess of all interest charges. The lines constructed by the three companies last mentioned were declared to be the property

of the Secretary of State, who had the right to determine the contracts at the end of approximately 25 years after their respective dates, or at subsequent intervals of 10 years, on repaying at par the capital provided by the companies.

The Assam Bengal Railway Company was formed on similar lines in 1892, except that any surplus profits were to be divided between the Secretary of State and the company in proportion to the capital provided by each. The rate of guarantee in this case was $3\frac{1}{2}$ per cent. for the first six years and thereafter 3 per cent.

The terms of guarantee given to the companies formed since 1880 have thus been much more favourable to the Government than in the case of those formed before 1869.

Termination of Contracts of the Old Guaranteed Companies.—In dealing with the guaranteed companies formed before 1869 and with those formed in 1881 and subsequently, it has been the practice (except in the cases mentioned above, when the purchase of some of the old guaranteed lines was postponed in order to secure to the Government a share in surplus profits) to use in some way or other at the earliest possible date the right reserved by the Government of terminating the contracts of the various companies. The method of making use of this right has differed in different cases. The Eastern Bengal, the Oudh and Rohilkhand, the Sind-Punjab and Delhi and the Southern Punjab lines were purchased and transferred to State management, the last two now forming part of the North Western Railway. Similarly, the Bengal Central line was purchased and made part of the Eastern Bengal Railway. The Madras and the Indian Midland lines were acquired but left, after acquisition, under the management of companies working other lines with which it was advantageous to amalgamate them. In the cases of South Indian, Bombay, Baroda and Central India, Southern Mahratta, and Bengal Nagpur, the course adopted has been to arrange for the continuance of management by the original company (or by a new company closely related to the old one), but to secure more favourable financial conditions for the State by one or more of the following methods:—reduction of the amount of capital retained by the companies in the undertakings, reduction of the rate of interest guaranteed by the State on such capital and modification in favour of the Government of the clauses relating to the division of surplus profits. This method was adopted also in regard to the East Indian and the Great Indian Peninsula Railways, but the contracts under which they were being worked having terminated on the 31st December 1924 and the 30th June 1925 respectively, the management of these lines has been taken over by the State from those dates. Similarly the management of the Burma Railways was taken over by the State on the termination of the contract with the Burma Railways Company on the 31st December 1928.

Arrangements between the Government and Companies at present.

—The relations between the Government and the guaranteed companies now working railways may be summarised as follows:—

The lines that they work are the property of the State.

The greater part of the capital is the property of the Government, either through having been originally supplied by it or through the acquisition by the Government of the greater part of the companies' interests on the termination of old contracts.

When funds are required for further capital expenditure, the Government has the option either of providing them or of calling on the company to provide them. Both the Government and the company usually receive interest at a fixed rate on their capital and surplus profits are divided between the Government and the company in the various proportions provided for by the contracts. The company's share is in most cases only a small proportion of the total amount.

All the contracts are terminable at the option of the Secretary of State, at specified dates; and on termination the company's capital is repayable at par.

The administrative control exercised by the Government over the companies is as follows:—

The company is bound to keep the line in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery; to keep the rolling-stock in good repair and in good working condition; and to maintain a sufficient staff for the purposes of the line;—all to the satisfaction of the Secretary of State.

The Secretary of State may require the company to carry out any alteration or improvement in the line, or in the working that he may think necessary for the safety of the public or for the effectual working of the line.

The Secretary of State may require the company to enter into agreements, on reasonable terms and conditions, with the administrations of adjoining railways for the exercise of running powers, for the supply to one another of surplus rolling-stock, for the interchange of traffic and rolling-stock and

the settlement of through rates, and for additions and alterations to, or the redistribution of, existing accommodation in junctions or other stations in view to their convenient mutual use.

The train service is to be such as the Secretary of State may require. In order to secure a general control over the rates quoted by companies, the Secretary of State has retained power to settle the classification of goods and to authorise maximum and minimum rates within which the companies shall be entitled to charge the public for the conveyance of passengers and goods of each class.

The company has to keep such accounts as the Secretary of State may require, and these are subject to audit by the Secretary of State.

In all other matters relating to the line the company is made subject to the supervision and control of the Secretary of State, who may appoint such persons as he may think proper for the purpose of inspecting the line, auditing the accounts, or otherwise exercising the powers of supervision and control reserved to him. In particular, the Secretary of State has the right to appoint a Government Director to the Board of the company, with a power of veto on all proceedings of the Board. All the moneys received by the company in respect of the undertaking, whether on capital or revenue account, have to be paid over to the Secretary of State.

All expenditure by the company has to be stated and submitted for the sanction of the Secretary of State.

Thus, the Government has the preponderating financial interest in the lines worked by the two classes of guaranteed companies, those formed before 1869 and retained as working agencies with reduced capital after purchase, and those formed on terms more favourable to the State after 1880; it has exceedingly wide control over the methods of working; and it has the right of taking possession of the lines at specified times on repayment at par of the capital of the companies.

Other Lines worked by Companies.—In addition to the lines referred to above, and apart from lines constructed by Branch line companies, District Boards and Indian States, two lines of some importance have been constructed by companies which receive no direct assistance by the Government, namely, the Bengal and North-Western Railway and the Rohilkund and Kumaon Railway. (The Rohilkund and Kumaon Railway Company was guaranteed interest at 4 per cent. during construction and received for 10 years thereafter a subsidy of Rs. 20,000 per annum. This ceased in 1894.) While, however, these companies have no guarantee or other direct payment from the Government, they derive some advantage (partly through direct participation in profits and partly through reduction of expenses) from the fact that the working of certain State lines has been entrusted to them, the Tirhoot Railway to the former company and the Lucknow-Bareilly Railway to the latter. Their lines can be purchased by the State in 1937 or 1942 on terms which are different in respect of the different sections of the lines, but are, on the whole, much more favourable to the companies than those provided for in the contracts with the guaranteed companies. Failing purchase in 1937 or 1942, the lines will become the property of the State in 1981 on payment of certain amounts. The general administrative control exercised by the State over these companies and the control over expenditure are similar to that which is exercised, as explained above, over guaranteed companies.

APPENDIX C.

The Organisation for Government control.

The initial policy of the Government of India for the construction and working of railways was the establishment of guaranteed railway companies of English domicile. Control over the operations of these companies was at first secured through the appointment of a Consulting Engineer of Guaranteed Railways. Some years later local Consulting Engineers were appointed for the exercise of control over guaranteed railways and over State-owned railways in the construction of which the State had been financially interested and which had been leased to companies for working. These officers combined the duties of supervision and control on behalf of the Government of India and of an Inspector under the Government of India Railway Act. The Government of India were not directly concerned with the ownership of railways until 1868 when the Calcutta and South Eastern Railway was surrendered to the Indian Government under the terms of the contract between the Secretary of State and the Company.

Owing to the Government of India having in 1869 definitely adopted the policy of direct construction and ownership of railways, a period of rapid development of railway construction ensued and it became necessary to relieve the Public Works Department Secretariat of the Government of India in some measure of the detailed control of railways. Accordingly in 1874 a State Railway Directorate was established and the greater portion of the State Railway establishment and business connected with State Railway Administration was transferred to the control of the Director of State Railways, an officer who functioned on much the same lines as the head of a department under the Government of India. The Consulting Engineer to the Government of India for State Railways was at the same time associated with him but all important matters had still to be referred to the Public Works Department. A special Deputy Secretary in the Railway Branch of the Secretariat of the Public Works Department was also appointed to conduct the correspondence between the Government of India and these officers.

Early in 1877 a further change was made in the organisation responsible for the administration and control of State Railways and in the place of one Director of State Railways three Directors of territorial systems and one Director of State Railways Stores were appointed. These territorial divisions comprised the following systems:—

Central	1,179 miles.
Western, and	927 miles.
North Eastern	830 miles.

This division of the administration on a territorial basis proved unsatisfactory in practice as it resulted in the issue of conflicting orders as far as the management of open lines was concerned although no difficulty was experienced in the supervision of new construction.

As the number of lines under construction had decreased and in order to remedy the defect just mentioned, it was decided in 1880 to abolish the Directors of the Central and Western Systems and to transfer the work allotted to them to the Consulting Engineers of the neighbouring guaranteed railways. The abolition of these two appointments resulted in an increase in the administrative work of the Secretariat and it was found necessary to raise the status of the Deputy Secretary to whom the powers previously exercised by the Directors had been entrusted, to that of Director General of Railways.

In the revised organisation the Consulting Engineer to the Government of India for State Railways was associated with the Director General of Railways and assisted the latter primarily in an advisory capacity in matters of civil engineering while the Director of Stores similarly acted in matters concerning stores and rolling-stock and at the same time was an adviser in matters affecting establishment. The Director of Traffic was appointed at the same time as an adviser on traffic problems and the accounts work of the department was placed under the Accountant General, Public Works Department.

Government control and supervision of the Guaranteed Railways continued to be exercised by the Local Consulting Engineers to Government. There were five such officers at the time with headquarters at Bombay, Madras, Calcutta, Lahore and Lucknow. The Consulting Engineers at Madras and Bombay worked directly under the Government of these Presidencies, while those at Calcutta, Lahore and Lucknow were under the immediate orders of the Government of India. Under this arrangement practically all powers affecting the finances and day to day management of the railways were vested either in the Consulting Engineers or in the Government, both

for the guaranteed railway companies and later on for State Railways which had been leased for working to railway companies.

The following is a list of the administrative appointments that existed in 1881 :—

1. Member of the Governor General's Council, Public Works Department.
2. Secretary, Public Works Department.
3. Deputy Secretary, Railway Branch.
4. Under Secretary, Railway Branch.
5. Consulting Engineer of State Railways.
6. Director General of Railways.
7. Director of Construction.
8. Accountant General, Public Works Department.
9. Director of State Railways, Stores.
10. Three Assistants to the Director General of Railways.
11. Consulting Engineers for Guaranteed Railways at Calcutta, Lahore and Lucknow.
12. Deputy Consulting Engineers for Guaranteed lines, Calcutta, Lahore and Lucknow.

Madras and Bombay.

13. Joint Secretary, Railway Branch and Consulting Engineer for Railways.
14. Deputy Secretary, Public Works Department.

Punjab.

15. Secretary, Public Works Department.

By this time also Local Governments and Administrations had been induced to take a practical interest in the management of railways and in a few cases short extensions had been constructed from funds the interest of which Local Governments had accepted responsibility to pay. Such lines were controlled by the Local Governments concerned under the general supervision of the Government of India.

After 1881 further alterations of a more or less detailed character were made in the administrative organisation and by 1890 the following changes had taken place. Instead of a Deputy Secretary and Under Secretary, Railway Branch, there were then only an Under Secretary and an Assistant Secretary, Railways, in the General Branch. The posts of Director of State Railways, Stores, and Director of Construction had disappeared and in their place there was an Under Secretary, who was an *ex-officio* Deputy Director General of Railways. The post of Accountant General, Railways, had also been abolished and the Accountant General, Public Works Department, was once more made responsible for this work.

Further changes were made in 1897. In that year the post of Director General of Railways was abolished and the post of a Secretary to the Government of India in the Public Works Department was created in its place. The other administrative and secretariat appointments at the headquarters of the Government of India at the time were :—

- (1) Director of Railway Construction, and Deputy Secretary and *ex-officio* Director of Stores.
- (2) Director of Railway Traffic, and Deputy Secretary and *ex-officio* Director of Railway Statistics.
- (3) Two Under Secretaries.
- (4) Two Assistant Secretaries.
- (5) One Mechanical Assistant.

The post of Consulting Engineer for State Railways was also abolished and his duties transferred to the two Directors. The supervision of the accounts work of the Department, however, still remained under the Accountant General, Public Works Department, who was also an *ex-officio* Deputy Secretary to the Government of India.

In October 1901, Sir Thomas Robertson, C.V.O., was appointed by His Majesty's Secretary of State for India in Council as Special Commissioner for Indian Railways to enquire into and report on the administration and working of Indian Railways. In his report, which became available in 1903, Sir Thomas recommended that the administration of the railways in India should be entrusted to a small Board consisting of a President or Chief Commissioner who should have a thorough practical knowledge of railway working, and should be a member of the Viceroy's Council for railway matters, and two other Commissioners who should be men of high railway standing.

and should have a similar training to that of the President. He recommended that the Board should, in addition to the necessary office establishment, be provided with—

- (1) A Secretary who should have received a suitable training in the practical working of railways, and who should be *ex-officio* a Secretary to the Government of India.
- (2) A Chief Inspector of Railways, to advise on all technical, engineering and mechanical questions.
- (3) A suitable number of Government Inspectors.

Sir Thomas Robertson's recommendations were carefully considered by the Governor General in Council and the Secretary of State, and early in 1905 it was decided that the Railway Branch of the Public Works Department of the Government of India should be abolished and that the control of the railway systems in India should be transferred to a Railway Board consisting of three persons, a Chairman and two Members. The Chairman of the Board was vested with the general control of all questions committed to the Railway Board with power to act on his own responsibility subject to confirmation by the Board. The Railway Board were authorised to delegate to the Chairman or a member the power of settling questions which might arise on any tour of inspection, such decision to be recorded subsequently as an act of the Railway Board. The Board was made subordinate and directly responsible to the Government of India in the Department of Commerce and Industry.

The Railway Board assumed office in March 1905 and were provided with the following establishment:—

1. Secretary.
2. Examiner of Accounts.
3. Under Secretary, Construction.
4. Under Secretary, Traffic.
5. Registrar.
6. Director of Railway Construction.

Certain changes were, however, made in the following year and the establishment then consisted of:—

- 1 Secretary.
- 3 Assistant Secretaries; one each for Establishment, Construction and Traffic.
- 1 Registrar.
- 1 Director of Railway Construction.
- 1 Railway Accounts Officer.

Sir Thomas Robertson had further suggested in his detailed recommendations that extended powers, both administrative and financial, should be delegated to Boards of Directors of Companies, that the appointments of Consulting Engineers should be abolished and that the work which they performed under the Railways Act should be entrusted to a body of Government Inspectors to be appointed for the purpose. These recommendations were given effect to in a modified form in 1908.

Within a short time after the constitution of the Railway Board, it was found that work was being hampered by having the Commerce and Industry Department between the Railway Board and the Governor General in Council and in October 1908 on the recommendations of the Railway Finance Committee presided over by Sir James Mackay (now Lord Inchcape), the following changes were introduced:—

1. The appointment of the Chairman of the Railway Board was changed into that of President of the Railway Board and enhanced powers were vested in the President.
2. The Board with its staff became collectively the Railway Department distinct from and independent of the Department of Commerce and Industry, though remaining under the administrative charge of the Hon'ble Member, Commerce and Industry Department, as the Railway Member.
3. The President of the Board was given direct access to the Viceroy as if he were a Secretary to the Government of India.

At the same time in consequence of the amalgamation of the Public Works Department Accounts and Civil Audit Establishments under the control of the Finance Member of the Government of India the appointment of Accountant General, Public Works Department, was abolished and the appointment of Accountant General, Railways, was revived.

In 1909 the post of Director of Railway Construction was abolished and the appointment of Chief Engineer with the Railway Board for the purpose of advising the Railway Board on technical matters connected with Civil Engineering was created.

In January 1914, it was decided that the importance of financial and commercial considerations in connection with the control of Indian railway policy justified a modification of the rule that the President and Members of the Railway Board should all be men of large experience in the actual working of railways. It was then decided that in future one member who equally with the others might be appointed President should be selected for commercial and financial experience and a member with the necessary qualifications was appointed.

This arrangement was, however, altered in 1920 when it was decided that all the three members of the Board should possess railway experience. To assist the Board, however, in the consideration of financial questions, the post of Financial Adviser to Railway Board was created.

Owing to the expansion of railways in India and the increased work thrown on the Board a second Assistant Secretary, Engineering, was appointed in 1914, and in 1916 the duties of the Construction Branch were divided between one branch dealing with Projects under an Assistant Secretary and a second branch dealing with Way and Works which was sometimes under a separate officer and at other times under the Secretary or Chief Engineer. In 1922 the charge of the Way and Works branch was divided between the Assistant Secretary in charge of Projects and the Assistant Secretary in charge of Stores.

In November 1922, the Board's establishment was strengthened by the appointment of a Chief Mechanical Engineer. This appointment was created to enable the Board to have at headquarters a reliable adviser on matters connected with mechanical engineering.

During 1921 a Committee presided over by Sir William Acworth visited India and one of the questions referred to was the evolution of a satisfactory authority for the administration of the varied functions which the Railway Board had to perform as:—

- (a) the directly controlling authority of the three State-worked systems aggregating 9,028 miles,
- (b) representative of the predominant owning partner in systems aggregating 22,949 miles,
- (c) the guarantor of many of the smaller companies,
- (d) the statutory authority over all railways in India.

The Acworth Committee recommended in their report:—

- (1) that a new Department of Communications responsible for railways, ports and inland navigation, road transport and posts and telegraphs under a Member of Council in charge of Communications should be created,
- (2) that under the Member of Council for Communications there should be a technical staff consisting on the railway side of a Chief Commissioner and four Commissioners and that of the four one should be in charge of finance and the organisation and staff of the office and the other three Commissioners should be in charge of three respective divisions, Western, Eastern and Southern,
- (3) that the technical staff attached to the Commission should be strengthened specially on the traffic side.

The Government of India, though they did not accept the first recommendation of the Acworth Committee, agreed to the re-organisation of the Railway Board being undertaken on the principles underlying the report of the Acworth Committee. The appointment of a Chief Commissioner was accordingly sanctioned in November 1922, and in accordance with the recommendations of the Acworth Committee he is solely responsible, under the Government of India, for arriving at decisions on technical questions and advising the Government of India on matters of Railway policy; he is not liable to be over-ruled, as the President was, by his colleagues in the Railway Board.

The first duty of the Chief Commissioner was to work out detailed proposals for the re-organisation of the Railway Board and as a first step he made recommendations to the Government of India for the immediate appointment of a Financial Commissioner. This recommendation was strongly endorsed by the Indian Retrenchment Committee and the appointment of the Financial Commissioner was made in April 1923 with the sanction of the Secretary of State. The further proposals of the Chief Commissioner for the re-organisation of the Railway Board were accepted by the Government of India and the Secretary of State and were introduced from the 1st April 1924. It was decided, however, for reasons connected with the present statutory position of the Railway Board, and to avoid confusion with the provisions for a Railway Commission under Chapter V of the Railways Act, to retain the name "Railway Board" for the headquarters organisation of the Railway Department instead of "Railway Commission" as recommended by the Acworth Committee.

The Railway Board as then reconstituted consisted of the Chief Commissioner as President, the Financial Commissioner and two Members, the Chief Commissioner being Secretary to the Government of India in the Railway Department. The proposal of the Acworth Committee that the Indian Railways should be sub-divided into three territorial divisions with a Commissioner in charge of each was not accepted, and the work of the Members of the Board was divided on the basis of subjects and not on a territorial basis. One Member dealt with technical subjects and the other with general administration, personnel and traffic subjects, the Financial Commissioner representing the Finance Department on the Board and dealing with all financial questions.

The reorganisation carried out in 1924 had for one of its principal objects the relief of the Chief Commissioner and the Members from all but important work so as to enable them to devote their attention to larger questions of railway policy and to enable them to keep in touch with Local Governments, railway administrations and public bodies by touring to a greater extent than they had been able to do in the past. This object was effected by placing a responsible Director at the head of each of the main branches of the Board's work, namely Civil Engineering, Mechanical Engineering, Traffic and Establishment. The former Chief Engineer and the Chief Mechanical Engineer who had been employed mainly in consultative work, became Directors and together with the Directors of Traffic and Establishment have been made responsible for the direct disposal of the work of their branches under the general orders of the Railway Board.

The posts of Joint Secretary and 4 Assistant Secretaries were replaced by 6 Deputy Directors working under the Directors and in charge of branches dealing with Establishment, Works, Projects, Stores, Statistics and Traffic. One Assistant Director was also added to supervise the Technical Branch and the Drawing Office. The disposal of the general work of the Railway Board was provided for by the continuance of the post of Secretary in whose name all letters and orders of the Board are issued. The position of the Board as a Department of Government of India has been maintained and it works under the Member for Commerce and Railways. As already stated the Chief Commissioner is the Secretary to the Government of India in the Railway Department and orders issued by the Board over the signature of the Secretary are orders of the Government of India.

Experience of the working of this organisation during 1924-25 and the decision agreed to by the Legislative Assembly in September 1924 to separate railway finances from the general finances of the country made it necessary to appoint a Deputy Director and an Assistant Director of Finance. An Assistant Director of Statistics was also added during that year. Later a Director of Finance was added to the establishment occupying, as regards disposal of work, the same position as the Directors referred to above.

Further experience of the reduction of work resulting from the large delegation of powers and responsibility to the Agents of State-managed Railways and the Board of Directors of Company-managed railways enabled a re-arrangement of work to be made during 1925-26 accompanied by a reduction in the staff. Under this re-arrangement the posts of 3 Deputy Directors, an Assistant Director and the Assistant Secretary were held in abeyance. The personnel work was transferred from the Director of Establishment to the Secretary and a temporary post of Deputy Secretary was created. Further a separate technical office was established to take charge of the technical work of the engineering branches. The Technical Officer also acted as *ex-officio* Secretary to the permanent Standardisation Committees which were appointed to deal progressively with all questions of standards of equipment.

This arrangement was found, however, to be inadequate. In addition to the general increase in work in the Railway Board's Office consequent on the taking over of the East Indian, Great Indian Peninsula and Burma Railways under State control labour problems had assumed such importance and were so rapidly increasing in number and complexity that it was not possible to deal with them effectively without the appointment of additional staff. Accordingly it was decided to create an additional post of Member of the Railway Board to deal with staff and labour questions; leaving the Member in charge of Traffic, who had hitherto been dealing with establishment matters, to devote his whole time to questions relating to the Transportation and Commercial aspects of Railway work.

It was also decided to revive the post of Deputy Director, Establishment, so as to free the Director of Establishment from this work, and thus enable him to give his time to the study of problems of railway labour. Of the two posts of Deputy Directors of Traffic and Statistics one was held in abeyance from 1925 and the two posts have since been amalgamated.

In October 1930 the compilation of statistical information which used previously to be done in the Board's office was entrusted to the Controller of Railway Accounts, and with the transfer of this work, the post of Assistant Director of Statistics was also transferred from the Railway Board's office to that of the Controller of Railway Accounts.

In 1931-32, in view of the decline in traffic earnings and in the number and magnitude of Engineering works owing to financial stringency, the possibility of making temporary reductions in the organisation of the Board was explored and as a result of this examination and with the approval of the Secretary of State for India the following superior posts have been held in abeyance with effect from the dates noted below:—

Member, Traffic—29th March 1932.

Member, Engineering—5th May 1932.

Director, Civil Engineering—4th December 1931.

Director, Mechanical Engineering—1st April 1932.

Deputy Secretary—1st March 1932.

Assistant Director of Finance—31st July 1931.

It was also decided, for so long as the post of Member Traffic, was held in abeyance, to create an additional temporary post of Deputy Director, Traffic, with effect from the 1st April 1932.

The reorganisation was complete in May 1932, and then the superior staff in the office of the Railway Board consisted of the Chief Commissioner, the Financial Commissioner, 1 Member, 3 Directors, 6 Deputy Directors and 1 Secretary.

For the conduct of the work connected with the production of standard designs and specifications for all classes of materials, plant and rolling stock in use on Indian Railways, a Central Standards Office for Railways was formed in January 1930 for a period of 5 years as an experimental measure. On the formation of the above office the post of Technical Officer with the Railway Board was abolished.

APPENDIX D.

**Resolution regarding the separation of railway from General
Finances, adopted by the Legislative Assembly on the
20th September 1924.**

“This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on Railways.

- (1) The railway finances shall be separated from the general finances of the country and the general revenues shall receive a definite annual contribution from railways which shall be the first charge on the net receipts of railways.
- (2) The contribution shall be based on the capital at charge and working results of commercial lines, and shall be a sum equal to one per cent. on the capital at charge of commercial lines (excluding capital contributed by companies and Indian States) at the end of the penultimate financial year *plus* one-fifth of any surplus profits remaining after payment of this fixed return, subject to the condition that, if in any year railway revenues are insufficient to provide the percentage of one per cent. on the capital at charge surplus profits in the next or subsequent years will not be deemed to have accrued for purposes of division until such deficiency has been made good.

The interest on the capital at charge of, and the loss in working, strategic lines shall be borne by general revenues and shall consequently be deducted from the contribution so calculated in order to arrive at the net amount payable from railway to general revenues each year.

- (3) Any surplus remaining after this payment to general revenues shall be transferred to a railway reserve; provided that if the amount available for transfer to the railway reserve exceeds in any year three crores of rupees only two-thirds of the excess over three crores shall be transferred to the railway reserve and the remaining one-third shall accrue to general revenues.
 - (4) The railway reserve shall be used to secure the payment of the annual contribution to general revenues; to provide, if necessary, for arrears of depreciation and for writing down and writing off capital; and to strengthen the financial position of railways in order that the services rendered to the public may be improved and rates may be reduced.
 - (5) The railway administration shall be entitled, subject to such conditions as may be prescribed by the Government of India, to borrow temporarily from the capital or from the reserves for the purpose of meeting expenditure for which there is no provision or insufficient provision in the revenue budget subject to the obligation to make repayment of such borrowings out of the revenue budgets of subsequent years.
 - (6) A Standing Finance Committee for Railways shall be constituted consisting of one nominated official member of the Legislative Assembly who should be chairman and eleven members elected by the Legislative Assembly from their body. The members of the Standing Finance Committee for Railways shall be *ex-officio* members of the Central Advisory Council, which shall consist, in addition, of not more than one further nominated official member, six non-official members selected from a panel of eight selected by the Council of State from their body and six non-official members selected from a panel of eight elected by the Legislative Assembly from their body.
- The Railway Department shall place the estimate of railway expenditure before the Standing Finance Committee for Railways on some date prior to the date for the discussion of the demand for grants for railways and shall, as far as possible, instead of the expenditure programme revenue show the expenditure under a depreciation fund created as per the new rules for charge to capital and revenue.

- (7) The railway budget shall be presented to the Legislative Assembly if possible in advance of the general budget and separate days shall be allotted for its discussion, and the Member in charge of railways shall then make a general statement on railway accounts and working. The expenditure proposed in the railway budget, including expenditure from the depreciation fund and

the railway reserve, shall be placed before the Legislative Assembly in the form of demands for grants. The form the budget shall take after separation, the detail it shall give and the number of demands for grants into which the total vote shall be divided shall be considered by the Railway Board in consultation with the proposed Standing Finance Committee for Railways with a view to the introduction of improvements in time for the next budget, if possible.

- (8) These arrangements shall be subject to periodic revision but shall be provisionally tried for at least three years.
- (9) In view of the fact that the Assembly adheres to the resolution passed in February 1923, in favour of State management of Indian Railways, these arrangements shall hold good only so long as the East Indian Railway and the Great Indian Peninsula Railway and existing State-managed railways remain under State management. But if in spite of the Assembly's resolution above referred to Government should enter on any negotiations for the transfer of any of the above railways to Company management such negotiations shall not be concluded until facilities have been given for a discussion of the whole matter in the Assembly. If any contract for the transfer of any of the above railway to Company management is concluded against the advice of the Assembly, the Assembly will be at liberty to terminate the arrangements in this Resolution.

Apart from the above convention this Assembly further recommends—

- (i) that the railway services should be rapidly Indianised, and further that Indians should be appointed as Members of the Railway Board as early as possible, and
- (ii) that the purchases of stores for the State Railways should be undertaken through the organisation of the Stores Purchase Department of the Government of India."

APPENDIX E.

**Government of India, Railway Department, Resolution No. 2131-F.,
dated the 19th February 1925, on the subject of the financing
of branch lines of railways.**

The Governor General in Council, with the sanction of His Majesty's Secretary of State for India, is pleased to issue the following orders on the subject of financing of Branch Lines, in suppression of all previous orders on the subject.

1. Branch and Feeder Lines are constructed under an agreement by which the State guarantees a minimum return on the capital, or alternatively, undertakes that the line shall receive, out of the earnings of the main line from traffic contributed by the branch, such a sum, known as a rebate, as will make up the total earnings of the branch to a given sum, while the branch in each case shares with the main line any profits exceeding the guaranteed minimum.

2. This method of encouraging the construction of lines originated 30 years ago simply because the Government of India was unable to furnish the necessary capital.

3. The Acworth Committee pointed out that this method, while enabling lines to be built which would otherwise not have been built, has no other merit. The financial terms usual before the war are now quite inadequate and if the system is to continue they will have to be revised. All the witnesses before the committee who asked for a revision of the terms admitted that, if the main line were in a position to build a given branch itself, they would prefer that it should be done by the main line rather than that it should be done as a separate undertaking.

4. Amongst the disadvantages pointed out by the Committee are the following:—

- (i) The Branch Line Company is usually a fifth wheel to the coach. It implies in some cases a separate construction staff; it always implies a separate Board of Directors, and separate accounts.
- (ii) Where the branch is worked by the main line, if its Directors feel that the management is unsatisfactory, they not only make representations to the main line administration, but in the last resort can appeal to the Railway Board which does not make for harmony.
- (iii) Capital raised by a small private undertaking, even with a Government guarantee, will cost more than money raised by the State.
- (iv) Inconceivable confusion results from the multiplication of independent Railway Companies—each company, small or great, desires to reserve for itself a separate sphere of influence; and jealously demands that, if any new-comer intrudes into that sphere, he shall pay toll to the original concessionaire. This only complicates a situation which ought to be considered solely from the point of view of the public interest. New proposals for the extension or connection of lines by small independent companies are either refused owing to protests by the old company or only permitted on a basis of elaborate accounting between the new company and the old for the profits which hypothetically would have belonged to the old line had the new line not been opened.

5. The only arguments urged in favour of the Branch Line Companies were:—

- (i) That money had been raised which the Government of India was unable to furnish.
- (ii) That a claim was made that the Branch Line Company obtained from local sources money that would never be subscribed to a Government loan.
- (iii) That there may be cases of a Branch Line of smaller gauge *worked independently*, which the Branch Line Company can operate more economically than a main line.

6. The Acworth Committee, therefore, so far from approving of this system considered that the aim of the Government should be to reduce by amalgamation the number of existing companies and that it should only be in cases where the State cannot or will not provide adequate funds that private enterprise in the direction should be encouraged.

7. The disadvantages pointed out by the Acworth Committee required to be even further amplified. The existing Branch Line Companies have ceased for some time to raise additional capital for capital requirements. They have either obtained overdrafts from various Banks for this purpose at heavy rates of interest or issued debentures at special rates of interest (usually about 7 per cent.) or in several cases asked

for money to be advanced to them by the Railway Board. So far, therefore, from reducing the amount that the Government of India have to raise in the open market, they are at present increasing that amount.

8. Another serious disadvantage which is not mentioned by the Acworth Committee is that the main line usually works the Feeder or Branch Line for a remuneration which, in most cases, is limited to a maximum of a fixed percentage of the gross earnings of the Branch Line (usually 40 per cent. or 50 per cent.)—terms of remuneration which at present are grossly inadequate. The result of this arrangement is that many of the main lines whose working expenses are from 60 to 80 per cent. of the gross earnings are saddled with heavy expenditure which ought to have been debited to Branch Line Companies. Where the Branch Line Companies are "successful", that is, where the shares stand at a high figure, their profits are inflated owing to their working expenses being thus artificially reduced. Again, where in the case of less "prosperous" Branch Line Companies, the Government has to make a direct subsidy in order to make up the guaranteed interest on the capital, the amount paid by way of subsidy does not reveal the true loss of the Government in connection with the Branch Line Company. To this subsidy should be added also the additional loss incurred from the main line working the Branch Line at less than the actual cost. Even this, however, does not give a complete statement of the loss sustained by Government in connection with these Companies. These Companies have been supplied with land free of charge and the cost of such land is not taken into account either in the Capital or the Revenue Accounts of the Companies concerned.

9. The only real argument in favour of these Companies is that they must be utilised in cases where the Government itself is unable or declines to raise the necessary amount of capital for new constructions. It is doubtful whether such a position is likely to recur in the future. It is admitted that to use the agency of these Companies is a far more expensive method of raising money for the construction of railways than direct Government loans can ever be. The amount of assistance given by Branch Line Companies in the past has been trivial; the total amount of capital raised through the agency of Branch Line Companies has only been about Rs. 10½ crores—an amount which in itself is less than the lapse that occurred last year in the provision for capital expenditure in the Railway Budget.

10. The difficulties and complications now experienced in connection with these Branch Line Companies are out of all proportion to the insignificant financial facilities offered by the Companies. The Government of India have therefore decided that the Branch line policy should be abandoned and that an endeavour should be made to reduce the number of the existing Branch Line Companies. If on any occasion the Government of India should be unable to find funds for construction (which is not the case at present), and should it be considered advisable to tap fresh sources for subscription to railway loans by offering terms different from those given to the ordinary Government loans, that is, by offering not only a fixed rate of interest, but a share in the profits of a particular Branch Line, there appears to be no particular advantage of using a financial half-way house specially to float a loan on such terms; there appears to be no reason why the Government should not float the loan direct. But it will probably be found sufficient to raise short term debentures at a high rate of interest—to be liquidated when the loan market is favourable—a procedure adopted now by the Branch Line Companies, but at a higher rate of interest than would be necessary for the Government.

11. There remains the case of the District Board Railways for which some of the capital or the security for the capital is secured by a special cess levied by the District Board throughout the district.

The Acworth Committee pointed out that where a District Board was the promoter of a new Branch Line, considerations other than purely commercial came into play with the result of further complications and confusion. In a footnote to the report they referred to the views expressed by the Madras Government who had drawn attention to a case in which, although no short-circuiting was involved, there had been a delay of over 10 years in arriving at a decision in regard to the terms for working a District Board Railway by the South Indian Railway Company. The amount of capital raised by District Boards for such lines has been only Rs. 137 lakhs while the amount raised by Company lines subsidised by District Boards amounts to Rs. 2½ crores. These amounts are insignificant as compared with the total capital raised by the Government and it is clear that the relief afforded to the Government of India in raising the loans is quite disproportionate to the great complications which have resulted in the working of the railway administration. Loans raised direct by the District Boards do not relieve the market of the Government of India; the money is ultimately borrowed from the Government of India.

12. The legal position regarding the powers of District and Local Boards in the matter of railway construction and management depends in part on the Indian Railways Act, 1890, which, in the absence of express exclusion of its application, extends to all District Board railways and, in part on the nature of the provision made in the

matter in the District or Local Boards Act of the province concerned. It is only in the Madras Presidency that the question has assumed prominence and it will suffice to indicate briefly the nature of the provisions contained in the Madras Local Boards Act, 1920. Action under section 113 of that Act can only be taken "with the previous sanction of the Government of India." Having obtained such sanction, a District Board may either itself construct and maintain a railway within, or partly within, the local area under the control of the Board, or may subscribe to any debenture loan raised by the Government of India or by any other local authority or by any company for the construction or maintenance of any railway which the Board considers likely to be of benefit to the district, or may guarantee the payment from the district fund of such sums as it shall think fit as interest on capital expended on any such railway (that is, whether the railway is constructed by the Government of India or by any other local authority or by a Company).

Section 236 of the same Act provides that the accumulations of a local railway cess may be utilised for all or any of the purposes specified in section 113, including the guaranteeing of payment of interest on capital spent on a railway.

A District Board in Madras, therefore, can guarantee the payment from the district fund of the money sufficient to make up minimum interest on capital expended on a railway within its area whether such railway is constructed by the Government of India or by a Company, the only disadvantage attaching to this particular form of guarantee being that the Act does not make the payment of the guaranteed interest a first charge on the District Board Fund.

13. The Government of India could not reasonably use their powers under the Indian Railways Act, 1890, or under, *e.g.*, section 113 of the Madras Local Boards Act, 1920, to prevent a District Board or a local body from constructing a light railway or a tramway which had no physical connection with any existing main line and which that local body proposed to work itself or through a local company. But as things stand at present there is no reason for continuing the practice under which District Boards are allowed to make money out of Branch Lines connected with a main line when they themselves cannot make any arrangements for the working of the lines and require to have them run by the main lines.

14. These District Board railways must not be confused with the light and feeder railways which constitute a provincial subject under the Devolution Rules. The provincial subject in question comprises "light and feeder railways and extra-municipal tramways in so far as provision for their construction and management is made by provincial legislation." That is to say, it comprises only individual light or feeder railways or extra-municipal tramways for the construction and management of which specific provision has been made by an Act of the local legislature of the province concerned. Hitherto, no such legislation has been enacted with the result that the entry in question in the provincial schedule, as also the qualifying words to entry 5 (a)* in the central schedule, have no operation, and all existing railways of every description are included in the central subject defined in the last-named entry. It should also be observed that the provincial subject in question is "subject to legislation by the Indian Legislature in the case of any such railway or tramway which is in physical connection with a main line or is built on the same gauge as an adjacent line", the effect being that a provincial bill designed to provide for the construction of a light or feeder railway or extra-municipal tramway in physical connection with a main line or built on the same gauge as an adjacent main line would require the previous sanction of the Governor General under clause (f) of sub-section (3) of section 80 A of the Government of India Act; and it may be presumed that few occasions are likely to arise in which provision will be made by local legislation for the construction of a light or feeder railway not answering one or other of these descriptions.

15. The proposal set forth in this Resolution is not designed to evade the legitimate operation of the legal position described, in the case of District Board railways, in paragraph 12 and in the case of provincial light and feeder railways, in paragraph 14; but it follows from the proposal that Local Governments and District or Local Boards should not, in the absence of special circumstances, be encouraged to build branch or feeder lines. In other words, the normal procedure will be the construction by the Government of India, or, at its cost, by a Company, of a branch line which a District Board or Local Government desires to have constructed and is prepared to guarantee. But, should the railway programme not permit the construction of such a line within a reasonable time, the possibility of permitting a District Board or Local Government to construct it from its own funds would require consideration.

Unremunerative Lines.

16. The above proposals relate to the procedure adopted in the past and the procedure which it is proposed to adopt in the future for the financing of the con-

* "Railways and extra-municipal tramways, in so far as they are not classified as provincial subjects under entry 6 (d) of Part II of this Schedule."

struction of branch or feeder lines expected to prove remunerative from the point of view of railway earnings only. But there are cases where the Local Governments or local authorities may desire that a line should be constructed which will not be remunerative on railway earnings and the construction of which is desired by them for purely local reasons on account of the administrative advantages it is likely to confer or for the development of a particular area. It is proposed that in future the Railway Board in such circumstances should have power to arrange for the construction of the line from railway funds if the Local Government or the local authority guarantees the Railway Board against loss. The guarantee would be to the effect that the local authority would make up the difference between the net earnings and the interest and other charges payable. As it is not desirable that the Central Government should make any profit out of such contributions by local authorities, it is also proposed that where contributions have been made by a local authority for this purpose the repayment of such contributions should be a first charge on any net profits subsequently realised from the line, should the line prove remunerative.

17. The Central Government must, however, retain the power to decide whether a line is to be built or not; the proposals in the preceding paragraph must not be taken to imply that a Local Government by giving a guarantee can require the Railway Board to construct a line. Proposals of a Local Government might run counter to the general railway policy or might take the form of short-circuiting railway traffic and so lead to a reduction of receipts from existing lines.

18. These proposals have been circulated to Local Governments and have been generally welcomed by them as affording a suitable method of reconciling central and local interests and of providing for local bodies and Local Governments a method of securing the construction of railways which may be required for purely local reasons, and which, while not likely to prove remunerative on purely railway earnings, are likely to provide such indirect benefits to Local Governments and local bodies as will more than repay the amounts paid under the guarantee. Several such arrangements have already been made with Local Governments.

APPENDIX F.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 1st April 1932 as compared with 1st April 1931.

Item.	A. B.		B. N.		R. & N. W.		R. B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Ry. Board and Miscellaneous officers.		TOTAL.	
	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
1. Agency Department—																												
1-01. Europeans	2	2	6	*6	3	4	3	4	3	3	3	4	5	6	6	6	5	5	6	6	1	1	3	3	2	5	55	*61
1-02. Indians—																												
(a) Hindus	..	..	2	2	..	..	..	..	..	..	3	1	1	1	2	1	1	1	1	1	..	..	3	3	..	..	13	10
(b) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	2	1
(c) Anglo-Indians and domiciled Europeans	..	..	1	1	..	..	1	1	..	1	1	..	2	2	..	..	2	1	..	1	..	1	1	..	..	7	7	
(d) Other classes†	..	..	..	..	..	..	1	1	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	2	2	
(e) Total	..	..	3	3	..	..	1	2	4	1	4	1	3	3	3	2	3	2	3	3	..	4	4	..	..	24	20	
1-03. GRAND TOTAL	2	2	9	*9	3	4	9	10	5	5	7	5	8	9	9	9	8	7	9	9	1	1	7	7	2	5	79	*81
2. Accounts Department—																												
2-01. Europeans	..	..	6	6	6	6	3	4	4	4	2	2	5	4	4	9	7	7	..	..	1	1	6	6	1	1	52	*54
2-02. Indians—																												
(a) Hindus	..	..	7	6	2	1	2	2	1	1	7	5	6	9	2	1	2	2	1	*7	2	2	9	8	6	4	47	*48
(b) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	*1	..	..	..	1	1	2	*2	
(c) Anglo-Indians and domiciled Europeans	..	..	1	1	..	..	1	1	1	1	..	2	5	6	1	1	2	1	2	2	..	..	..	1	1	1	14	16
(d) Other classes†	..	..	..	..	..	..	2	3	..	..	..	..	1	..	1	1	1	1	1	..	..	..	..	..	..	6	*5	
(e) Total	..	..	8	7	2	1	5	6	2	2	7	7	12	15	4	3	5	4	5	*10	2	2	9	8	8	6	69	*71
2-03. GRAND TOTAL	..	..	14	13	8	7	13	14	6	6	9	9	17	19	10	12	12	11	5	*10	3	3	15	14	9	7	121	*125
3. Engineering Department—																												
3-01. Europeans	13	14	48	50	13	17	37	39	31	32	22	28	55	54	50	68	33	34	53	55	4	4	31	34	14	14	415	452
3-02. Indians—																												
(a) Hindus	5	7	14	16	3	3	13	15	2	2	15	13	31	33	4	5	15	15	41	53	..	..	12	20	1	1	156	188
(b) Muslims	2	2	2	2	2	2	..	..	1	1	1	1	5	6	5	4	..	..	4	7	1	1	1	2	..	..	28	28
(c) Anglo-Indians and domiciled Europeans	3	3	7	8	1	1	..	..	3	4	1	3	4	7	..	..	1	1	6	5	..	..	1	2	1	3	28	37
(d) Other classes†	1	1	1	2	..	..	2	2	..	..	1	1	1	3	4	4	..	..	5	11	..	..	2	2	..	..	17	26
(e) Total	11	13	24	28	6	6	15	17	6	7	18	18	41	54	13	13	16	10	53	76	1	1	16	26	2	4	227	270
3-03. GRAND TOTAL	24	27	72	87	24	23	52	56	37	39	40	46	96	108	69	81	49	60	111	131	5	5	47	60	16	18	642	731

* Revised figures.

† Includes figures for Sikhs and Indian Christians.

‡ The large variation in the figures as supplied previously and those now furnished is due to the fact that the staff on loan from D. R. A.'s office was inadvertently included previously.

APPENDIX F—contd.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 1st April 1932 as compared with 1st April 1931—concl.

Item.	A. B.		P. N.		B. & N.-W.		D., R. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & E.		S. I.		By Board and Mis- collaneous officers.		TOTAL.			
	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29		
4. Transportation—																														
4-01. Europeans	7	7	23	20	12	12	25	27	20	24	19	18	34	35	49	40	20	20	32	33	3	3	13	14	4	10	263	*331		
4-02. Indians—																														
(a) Hindus	4	4	12	12	1	1	7	7	—	—	11	8	14	5	7	5	9	10	11	17	—	—	10	9	2	2	88	80		
(b) Muslims	1	1	5	5	1	1	2	2	—	—	4	5	5	8	3	2	—	—	6	5	1	1	1	1	3	3	32	34		
(c) Anglo-Indians and domiciled Europeans	3	3	3	3	—	—	2	4	2	1	3	4	7	2	7	4	3	3	2	3	—	—	3	4	3	4	38	35		
(d) Other classes†	—	—	2	2	—	—	6	5	6	6	—	—	1	1	—	—	—	—	3	2	—	—	—	—	—	2	18	18		
(e) Total	8	8	22	22	2	2	17	18	8	7	18	17	27	16	17	11	12	13	22	27	3	3	24	14	8	13	176	167		
4-03. GRAND TOTAL	15	15	50	51	14	14	42	45	28	31	37	35	61	51	66	60	32	33	54	60	4	4	27	23	12	21	442	*448		
5. Commercial—																														
5-01. Europeans	1	1			2	2									15	12			11	14			3	2			38	36		
5-02. Indians—																														
(a) Hindus	—	—	—	—	—	—	—	—	—	—	—	—	3	1	4	5	—	—	3	4	—	—	4	4	—	—	14	14		
(b) Muslims	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	3	—	—	—	—	—	—	2	3		
(c) Anglo-Indians and domiciled Europeans	—	—	—	—	—	—	—	—	—	—	—	—	6	4	2	2	—	—	—	3	—	—	1	1	—	—	9	10		
(d) Other classes†	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	2	—	—	—	—	—	—	—	2	1		
(e) Total	—	—	—	—	—	—	—	—	—	—	—	—	9	5	6	8	—	—	7	10	—	—	5	5	—	—	27	28		
5-03. GRAND TOTAL	1	1	—	—	2	2	—	—	—	—	—	—	15	10	21	20	—	—	18	24	—	—	8	7	—	—	65	64		
6. Mechanical Engineering—																														
6-01. Europeans	8	8	25	26	14	14	29	31	20	20	19	21	39	42	21	22	24	24	38	42	2	2	17	17	4	4	260	274		
6-02. Indians—																														
(a) Hindus	1	1	4	4	—	—	3	3	—	—	5	4	9	10	8	6	1	1	6	5	—	—	4	4	—	—	43	37		
(b) Muslims	1	1	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	3	—	—	—	—	—	—	4	4		
(c) Anglo-Indians and domiciled Europeans	1	1	—	—	—	—	—	—	1	2	—	—	4	3	1	—	—	—	1	2	—	—	—	—	1	1	8	9		
(d) Other classes†	—	—	1	1	—	—	—	—	—	—	3	2	1	2	—	1	2	1	—	—	—	—	—	—	—	—	6	7		
(e) Total	3	3	6	6	—	—	3	3	1	2	8	6	14	15	9	7	2	2	9	10	—	—	4	4	—	—	59	52		
6-03. GRAND TOTAL	11	10	31	31	14	14	32	34	21	22	27	27	53	57	30	29	26	26	47	52	2	2	21	21	4	5	319	331		

APPENDIX F—contd.

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over, employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 1st April 1932 as compared with 1st April 1931.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. E.		TOTAL.			
	1932.		1931.		1932.		1931.		1932.		1931.		1932.		1931.		1932.		1931.		1932.		1931.		1932.		1931.	
	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	
1. Agency Department—																												
1-01. Europeans	2	8	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27		
1-02. Indians—																												
(a) Hindus	2	2	5	5	1	1	11	11	5	5	12	13	14	15	3	3	2	2	6	9	1	1	3	3	65	70		
(b) Muslims	..	..	..	..	..	..	3	3	1	1	..	..	1	1	..	..	..	..	1	1	..	..	..	..	6	6		
(c) Anglo-Indians and domiciled Europeans	1	1	2	2	1	1	3	3	2	3	..	..	1	1	1	3	..	1	5	2	..	..	1	1	17	18		
(d) Other classes †	..	..	..	..	..	..	6	7	2	3	..	..	..	..	4	4	..	..	..	1	..	..	..	..	12	15		
(e) Total	3	3	7	7	2	2	23	24	10	12	12	13	16	17	8	10	2	3	12	13	1	1	4	4	100	109		
1-03. GRAND TOTAL	3	3	7	7	2	2	23	24	10	12	12	13	16	17	11	11	2	3	13	13	1	1	4	4	107	114		
2. Accounts Department—																												
2-01. Europeans	..	..	..	..	..	..	1	1	..	..	1	..	10	16	7	1	..	..	1	..	..	..	..	..	20	18		
2-02. Indians—																												
(a) Hindus	..	..	30	24	5	5	27	24	10	11	31	38	44	83	18	13	6	7	32	38	1	1	17	19	241	266		
(b) Muslims	..	..	..	..	2	2	..	1	..	..	2	5	3	3	1	..	..	..	17	16	..	..	..	..	26	29		
(c) Anglo-Indians and domiciled Europeans	..	..	35	38	6	7	13	13	10	11	3	6	11	12	11	14	9	10	2	4	..	..	5	5	105	120		
(d) Other classes †	..	..	..	..	1	1	9	14	..	..	..	..	1	1	9	9	2	2	13	9	..	..	..	..	35	39		
(e) Total	..	..	65	62	14	15	49	52	20	22	36	49	70	99	39	41	17	19	64	65	1	1	23	25	407	460		
2-03. GRAND TOTAL	..	..	65	62	14	15	50	53	20	22	37	49	80	115	46	42	17	19	65	65	1	1	23	25	427	468		
3. Engineering Department—																												
3-01. Europeans	1	1	8	7	..	1	13	13	1	1	8	9	51	52	27	31	8	9	31	31	2	2	3	3	153	179		
3-02. Indians—																												
(a) Hindus	10	9	59	53	7	6	72	70	26	43	40	43	138	117	67	71	16	16	131	133	..	..	21	31	547	603		
(b) Muslims	2	2	5	8	3	4	13	13	2	1	3	4	9	10	16	22	..	..	73	78	1	1	1	1	128	144		
(c) Anglo-Indians and domiciled Europeans	5	5	47	52	13	15	10	11	30	36	19	21	115	114	65	64	27	26	40	30	1	1	13	17	385	398		
(d) Other classes †	2	2	5	5	..	..	39	31	8	10	4	4	5	6	33	32	..	..	46	38	..	..	2	3	135	132		
(e) Total	19	19	116	123	23	25	125	131	66	90	66	72	247	247	181	189	43	42	270	238	2	2	37	32	1,195	1,277		
3-03. GRAND TOTAL	20	20	124	130	23	26	138	144	67	91	74	81	298	299	203	220	51	51	301	334	4	4	40	56	1,348	1,456		

4. Transportation—		401. Europeans		402. Indians—		(a) Hindus		(b) Muslims		(c) Anglo-Indians and domiciled Europeans		(d) Other classes†		(e) Total		403. GRAND TOTAL		5. Commercial—		501. Europeans		502. Indians—		(a) Hindus		(b) Muslims		(c) Anglo-Indians and domiciled Europeans		(d) Other classes†		(e) Total		503. GRAND TOTAL		6. Mechanical Engineering—		601. Europeans		602. Indians—		(a) Hindus		(b) Muslims		(c) Anglo-Indians and domiciled Europeans		(d) Other classes†		(e) Total		603. GRAND TOTAL		7. Stores Department—		701. Europeans		702. Indians—		(a) Hindus		(b) Muslims		(c) Anglo-Indians and domiciled Europeans		(d) Other classes†		(e) Total		703. GRAND TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000

APPENDIX F—concl'd.

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over, employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 1st April 1932 as compared with 1st April 1931—concl'd.

Item.	A. B.		B. N.		B. & N. W.		B. B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.		
	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.	1931.	1932.
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	
8. Other Departments—																											
8-01. Europeans	4	4	23	34	3	2	15	15	—	—	—	1	65	65	1	1	2	2	3	9	—	—	2	3	120	*136	
8-02. Indians—																											
(a) Hindus	7	7	39	40	2	—	34	34	13	15	11	12	64	66	9	12	14	14	11	6	—	—	3	2	212	208	
(b) Muslims	—	—	2	1	—	—	1	1	5	5	2	2	6	5	—	—	—	—	4	1	—	—	1	1	31	16	
(c) Anglo-Indians and domiciled Europeans	3	3	48	50	10	12	16	19	2	3	3	5	60	66	8	8	11	11	13	14	1	1	—	—	176	186	
(d) Other classes†	—	—	4	4	—	—	14	16	12	13	—	—	2	2	13	13	2	3	5	4	—	—	3	2	55	*57	
(e) Total	10	10	93	95	12	12	65	70	37	36	16	19	132	133	30	33	27	28	33	25	1	1	8	5	464	*467	
8-03. GRAND TOTAL	14	14	121	129	15	14	80	85	37	36	16	20	194	196	31	34	29	30	36	34	1	1	10	8	584	*603	
9. Railway Board and other Railway offices—																											
9-01. Europeans	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	4	
9-02. Indians—																											
(a) Hindus	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	113	145	
(b) Muslims	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18	22	
(c) Anglo-Indians and domiciled Europeans	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23	27	
(d) Other classes†	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15	21	
(e) Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	174	215	
9-03. GRAND TOTAL	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	176	219	
10. Total—																											
10-01. Europeans	17	20	237	237	13	28	131	134	27	25	73	104	576	602	300	309	33	39	343	404	7	6	42	45	1,856	2,007	
10-02. Indians—																											
(a) Hindus	32	31	196	188	13	15	305	310	92	102	160	*132	469	494	233	232	27	49	301	*350	3	3	37	91	2,699	*2,136	
(b) Muslims	3	3	15	16	6	7	33	36	11	10	12	15	46	50	35	40	—	—	190	*132	1	1	5	4	275	*334	
(c) Anglo-Indians and domiciled Europeans	35	34	408	434	66	67	369	393	246	*263	176	170	931	921	674	737	190	190	345	351	10	13	166	*170	3,629	*3,779	
(d) Other classes†	6	8	22	23	1	1	168	187	64	*66	9	*70	19	21	184	186	9	12	146	*146	1	1	9	8	673	*689	
(e) Total	76	76	686	661	91	90	875	926	413	*441	357	386	1,465	1,486	1,126	1,194	236	251	1,005	*1,020	15	18	267	*276	6,756	*7,049	
10-03. GRAND TOTAL	93	96	873	898	109	113	1,006	1,060	440	*406	435	490	2,035	2,038	1,426	1,503	319	340	1,348	*1,433	22	24	309	321	8,591	*9,056	

APPENDIX G.

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways, and how they were filled during 1931-32.

Departments.	Number of vacancies which occurred in previous years not filled in those years remaining to be filled.	Number of new appointments created during the year.	Number of vacancies which occurred during the year.	Number of appointments abolished during the year.	Number of net vacancies to be filled.	Number of vacancies not filled up during the year.	Number of vacancies actually filled.	* FILLED BY					
								Euro-peans	INDIANS.				TOTAL.
									Hindus	Muslims.	Anglo-Indians and domiciled Euro-peans.	* Other classes.	
1	2	3	4	5	6 (a)	7 (a)	8	9	10	11	12	13	14
<i>State Worked Railways.</i>													
1. Agency	1	..	..	..	1	..	1(b)	..	..	..	..	..	..
2. Accounts	..	..	3	..	3	2	1	1	..	..	..	..	..
3. Engineering . . .	2	..	9	56	..	..	5	1	2	..	2	..	4
4. Transportation and Commercial.	2	..	12	28	..	..	19	2	6	1	10	..	17
5. Mechanical	..	..	10	15	..	..	6	3	..	..	3	..	3
6. Stores	2	..	3	..	5	5	..	..	..	..	..	..	..
7. Other Departments .	..	..	3	6	..	..	1	..	..	..	1	..	1
<i>8. TOTAL * { 1931-32 1930-31</i>													
	7	..	40	105	..	..	33	7	8	1	16	..	25
	25	1	41	..	67	7	60	12	20	5	19	4	48
<i>9. Percentage of Euro-peans to number of vacancies filled. { 1931-32 1930-31</i>													
	22.0												
<i>10. Percentage of Indians to number of vacancies filled. { 1931-32 1930-31</i>													
	78.0												
	80.0												
<i>Other Railways.</i>													
<i>Assam Bengal Railway.</i>													
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	1	..	..	1	..	1	..	1	..	..	..	1
3. Engineering	..	..	..	1	-1	..	-1	..	-1	..	..	..	-1
4. Transportation and Commercial.	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical	1	..	2	1	2	..	2	1	1	..	..	..	1
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments .	..	..	6	..	6	1	5	5	..	..	..	..	..
<i>8. TOTAL * { 1931-32 1930-31</i>													
	1	1	3	2	3	1	7	6	1	..	..	..	1
	2	2	3	2	5	1	4	2	2	..	..	..	2
<i>9. Percentage of Euro-peans to number of vacancies filled. { 1931-32 1930-31</i>													
	85.7												
	50.0												
<i>10. Percentage of Indians to number of vacancies filled. { 1931-32 1930-31</i>													
	14.3												
	50.0												

(a) The number of appointments abolished during the year (column 5) is largely due to the withdrawal of the provision made in March 1931 for deputations and for construction projects, surveys and open line programme works from the permanent cadres. As stated in the last report, credit had not been taken therein for the additions made to the cadre on this account for March 1931. Columns 6 and 7 are therefore left incomplete and for the same reason it is not possible to co-relate the figures in column 8 to those in the preceding columns.

(b) Since the primary object of this statement is to show the number of new entrants into Gazetted services by race and community, the vacancy in the Agency Department which was filled by transfer of an existing officer from another Department is disregarded for the purpose of columns 9 and 14.

* Includes Sikhs and Indian Christians.

APPENDIX G—contd.

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways, and how they were filled during 1931-32—contd.

Departments.	Number of vacancies which occurred in previous years not filled in those years remaining to be filled.	Number of new appointments created during the year.	Number of vacancies which occurred during the year.	Number of appointments abolished during the year.	Number of net vacancies to be filled.	Number of vacancies not filled up during the year.	Number of vacancies actually filled.	FILLED BY					
								Euro-peans.	INDIANS.				TOTAL.
									Hindus.	Muslims.	Anglo-Indians and domiciled Euro-peans.	* Other classes.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Bengal and North-Western Railway.													
1. Agency	..	..	1	..	1	..	1	1	..	..	..	..	..
2. Accounts	..	..	..	..	1	..	..	..	..	..	..	..	..
3. Engineering	..	1	..	..	..	1	..	..	..	..	..	..	..
4. Transportation and Commercial.	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	1	..	1	1	..	..	..	..	..	..	..
7. Other Departments	..	..	1	..	1	1	1	1	..	..	..	..	..
8. TOTAL	{ 1931-32	1	8	..	4	2	2	2	..	..	..	..	..
	{ 1930-31	1	6	..	7	2	5	1	..	3	1	..	4
9. Percentage of Euro-peans to number of vacancies filled.	{ 1931-32	100.0											
	{ 1930-31	20.0											
10. Percentage of Indians to number of vacancies filled.	{ 1931-32	nil											
	{ 1930-31	80.0											
Bengal Nagpur Railway.													
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Accounts	2	..	2	..	4	1	3	1	1	..	1	..	2
3. Engineering	4	1	6	13	2	3	5	3	1	2	..	1	2
4. Transportation and Commercial.	4	..	2	..	6	3	3	1	..	..	2	..	2
5. Mechanical	3	..	5	..	8	5	3	2	..	1	..	..	1
6. Stores	2	..	1	3	1	..	1	1	..	..	..	..	..
7. Other Departments	..	..	1	..	1	..	1	..	1	..	..	..	1
8. TOTAL	{ 1931-32	15	17	15	13	12	6	2	3	1	3	1	4
	{ 1930-31	9	14	16	21	9	12	4	5	..	..	3	8
9. Percentage of Euro-peans to number of vacancies filled.	{ 1931-32	33.3											
	{ 1930-31	33.3											
10. Percentage of Indians to number of vacancies filled.	{ 1931-32	66.7											
	{ 1930-31	66.7											
Bombay, Baroda and Central India Railway.													
1. Agency	1	..	1	..	2	2	..	..	..	..	..	..	..
2. Accounts	..	..	1	1	..	..	..	..	..	..	..	..	..
3. Engineering	7	1	4	4	7	7	..	..	..	..	..	..	..
4. Transportation and Commercial.	1	..	5	..	6	3	3	2	1	..	..	..	1
5. Mechanical	1	..	2	1	2	2	..	..	..	..	..	..	..
6. Stores	..	..	1	..	1	1	..	..	..	..	..	..	..
7. Other Departments	2	..	2	..	4	3	1	..	..	..	..	1	1
8. TOTAL	{ 1931-32	12	16	6	22	13	4	2	1	..	..	1	2
	{ 1930-31	10	12	1	26	12	14	9	5	..	..	..	3
9. Percentage of Euro-peans to number of vacancies filled.	{ 1931-32	50.0											
	{ 1930-31	64.3											
10. Percentage of Indians to number of vacancies filled.	{ 1931-32	50.0											
	{ 1930-31	35.7											

* Includes Sikhs and Indian Christians.

APPENDIX G—concl.

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways, and how they were filled during 1931-32—concl.

Departments.	Number of vacancies which occurred in previous years not filled in those years remaining to be filled.	Number of new appointments created during the year.	Number of vacancies which occurred during the year.	Number of appointments abolished during the year.	Number of not vacancies to be filled.	Number of vacancies not filled up during the year.	Number of vacancies actually filled.	FILLED BY					
								Euro peans.	INDIANS.				TOTAL.
									Hindus.	Muslims.	Anglo-Indians and de-mised Euro-peans.	* Other classes.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Madras and Southern Mahratta Railway.													
1. Agency	..	..	1	..	1	..	1	..	1	..	1	..	1
2. Accounts	1	..	1	..	2	..	2	..	..	..	..	..	2
3. Engineering	3	..	1	..	..	2	..	..	..	..	..	..	..
4. Transportation and Commercial.	..	..	2	..	2	..	..	..	..	..	..	..	..
5. Mechanical	..	..	1	..	1	..	1	1	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	..	..	1	1	..	..	..	..	..	..	..
8. TOTAL { 1931-32	5	..	6	6	5	3	2	..	..	..	2	..	2
{ 1930-31	12	4	9	3	22	5	17	7	10	..	..	..	10
9. Percentage of Euro-peans to number of vacancies filled. { 1931-32	nil												
{ 1930-31	41.2												
10. Percentage of Indians to number of vacancies filled. { 1931-32	100.0												
{ 1930-31	58.8												
Rohilkund and Kumaon Railway.													
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	..	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial.	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..	..	..	..
8. TOTAL { 1931-32	..	..	..	..	..	..	..	..	..	..	..	..	..
{ 1930-31	1	..	1	..	2	..	2	..	1	1	..	..	2
9. Percentage of Euro-peans to number of vacancies filled. { 1931-32	nil												
{ 1930-31	nil												
10. Percentage of Indians to number of vacancies filled. { 1931-32	nil												
{ 1930-31	100.0												
South Indian Railway.													
1. Agency	..	1	..	..	1	..	1	..	..	..	1	..	1
2. Accounts	..	..	1	..	..	..	..	..	..	..	..	..	..
3. Engineering	3	2	6	5	6	6	..	..	..	..	..	..	..
4. Transportation and Commercial.	6	..	1	1	5	3	2	..	2	..	..	..	2
5. Mechanical	1	..	3	2	2	2	..	..	..	..	..	..	..
6. Stores	1	..	1	..	2	2	..	..	..	..	..	..	..
7. Other Departments	1	..	..	..	1	1	..	..	..	..	..	..	..
8. TOTAL { 1931-32	11	3	12	9	17	14	3	..	2	..	1	..	3
{ 1930-31	5	20	10	13	22	11	11	2	4	1	4	..	9
9. Percentage of Euro-peans to number of vacancies filled. { 1931-32	nil												
{ 1930-31	15.2												
10. Percentage of Indians to number of vacancies filled. { 1931-32	100.0												
{ 1930-31	81.8												

* Includes Sikhs and Indian Christians.

APPENDIX H.**Officers of the Railway Department (Railway Board) on 31st March, 1932.**

The Hon'ble Sir GEORGE RAINY, K.C.S.I., K.C.I.E., I.C.S.,
Member of Council of Governor General.

Railway Board.

Mr. T. G. Russell	Chief Commissioner of Railways.
Sir Alan Parsons, Kt., C.I.E., I.C.S.	Financial Commissioner of Railways.
Mr. A. M. Hayman, O.B.E.	Member.
Mr. M. W. Brayshay	Do.
Mr. F. J. Page, O.B.E.	Director, Mechanical Engineering.
Mr. C. P. Colvin, O.B.E.	Director, Traffic (on leave).
Mr. F. D'Souza	Director, Traffic (Offg.).
Mr. P. R. Rau, M.A.	Director, Finance.
Mr. J. C. Highet, F.C.H.	Director, Establishment (on deputation).
Mr. P. B. Chandwani, M.A.	Director, Establishment (Offg.).
Mr. P. H. Maffin, O.B.E., M.C.	Secretary (on leave).
Mr. J. F. Blackwood	Secretary (Offg.).
Mr. H. G. Salmond	Deputy Director, Civil Engineering (Offg.)
Mr. T. G. Creighton	Deputy Director, Mechanical Engineering (Offg.).
Mr. E. V. MacLean	Deputy Director, Traffic and Statistics (Offg.).
Mr. P. C. Chopra	Deputy Director, Establishment (Offg.).
Mr. T. S. Sankara Aiyar, B.A., B.E.	Deputy Director, Finance (On deputation).
Khan Bahadur Barkat Ali	Do. do. (Offg.).
Mr. E. C. Rundlett	Chief Superintendent.

Honorary Assistant Personnel Officer.

Rai Bahadur Ishar Das Puri	Honorary Assistant Personnel Officer (on leave).
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Attached Officers.

Major H. W. Wagstaff, M.C., R.E.	Supervisor of Railway Labour.
Mr. H. C. B. Jollye, B.A.	Timber Advisory Officer.
Mr. K. M. Hassan	Officer on Special Duty.
Mr. W. E. Smith	Do. do.
Mr. B. T. Singh	Do. do.
Mr. C. J. Potts	Do. do.

Controller of Railway Accounts.

Mr. M. K. Mitra, M.A.	Controller of Railway Accounts (on leave).
Mr. L. S. Deane	do do (Offg.).
Mr. I. S. Puri, M.A.	Deputy Controller of Railway Accounts.
Mr. Yaqub Shah, M.A.	Assistant Controller of Railway Accounts.
Mr. Gopal Nath Mehra	Assistant Accounts Officer.

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1931-32

Volume II—Statistics

(Compiled by Controller of Railway Accounts.)



CALCUTTA: GOVERNMENT OF INDIA
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- (2) Classified List and Distribution Return of Officers of all Indian Railways. Published half-yearly. Price Rs. 1-12-0 or 3s.
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TECHNICAL PAPERS.

- (6) Over 279 papers have been published by the Technical section of the Railway Board's office. The papers comprise :—
- (a) Original descriptions of railway works and studies of railway problems in India and elsewhere.
- (b) Reprints of articles from foreign engineering magazines.
- (c) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below :—

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CONTENTS.

SECTION A.—*Financial and Statistical Summaries.**Financial Summaries—*

	PAGE.
I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1930-31 and 1931-32 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts	2
II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1931 and 1932	3
II-B.—Summary of Capital outlay to end of the years 1930-31 and 1931-32 of other than State-owned Railways	4—5
III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1930-31 and 1931-32	6
IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1930-31 and 1931-32	7
V.—Summary of $\frac{\text{Capital at Charge}}{\text{Capital outlay}}$, Revenue Earnings and Expenses of Railways by Classes for the years 1930-31 and 1931-32	7
VI.—Summary of $\frac{\text{Capital at Charge}}{\text{Capital outlay}}$, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1930-31 and 1931-32	8

Statistical Summaries—

VII.—Summary of the Mileage of Railways on 31st March 1932	9
VIII.—Summary of Equipment showing actual stock running on 31st March 1932	10—11
IX.—Summary of Net Additions to or reduction of Equipment during the year 1931-32	10—11
X.—Summary of Passenger and Goods Revenue Statistics for the years 1930-31 and 1931-32.	12—13
XI.—Summary of Revenue Earnings and Expenses rated against selected units by Classes and Gauges for the years 1930-31 and 1931-32	14
XII.—Summary of Train and Engine Mileage for the years 1930-31 and 1931-32	15
XIII.—Summary of Selected Operating Statistics of Class I Railways by Gauges for the years ended 31st March 1932	16—19

SECTION B.—*Financial and Statistical Statements.**Financial Statements—*

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1931-32 and of the percentage of those figures on the Capital at Charge, on 31st March 1932, also the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts	22—23
2 (a).—Statement of Capital at Charge of State-owned Railways on the 31st March 1932	24—27
2 (b).—Statement of Capital Outlay to the end of the year 1931-32 of other than State-owned Railways	28—39
3.—Statement of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the year 1931-32	40—41
4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1931-32	42

	Page.
5.—Statement of $\frac{\text{Capital at Charge}}{\text{Capital outlay}}$, Revenue Earnings and Expenses for the years 1930-31 and 1931-32	43—47
6.—Details of Gross Earnings of each Railway System for the years 1930-31 and 1931-32	48—51
7.—Details of Working Expenses of each Railway System for the years 1930-31 and 1931-32	52—61
<i>Statistical Statements—</i>	
8.—Mileage Statement for the year 1931-32	62—77
9.—Description of Class I Railways worked during the year 1931-32	78
10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1932	79—88
11.—Statement of Net Additions to or Reductions of Equipment of Class I Railways during the year 1931-32	89—91
12.—Statement of Passenger Revenue Statistics of Class I Railways for the years 1930-31 and 1931-32	92—99
13.—Statement of Goods Revenue Statistics of Class I Railways for the years 1930-31 and 1931-32	100—111
14.—Statement of Revenue Earnings and Expenses of Class I Railways rated against selected units for the years 1930-31 and 1931-32	112—115
15.—Results of Working of Class I Railways for the years 1930-31 and 1931-32	116—117
16.—Statement of Ton Mileage of Class I Railways for the years 1930-31 and 1931-32	118—119
17.—Statement of Train and Engine Mileage of Class I Railways for the years 1930-31 and 1931-32	120—125
18.—Statement of Engine Hours of Class I Railways for the years 1930-31 and 1931-32	126—129
19.—Statement of Vehicle Miles of Class I Railways for the years 1930-31 and 1931-32	130—133
20.—Statement of Speed of Goods Trains of Class I Railways for the years 1930-31 and 1931-32	134
21.—Statement of Shunting and Light running of Class I Railways for the years 1930-31 and 1931-32	135
22.—Statement of Engine Usage of Class I Railways for the years 1930-31 and 1931-32	136—139
23.—Statement of Loads of Trains of Class I Railways for the years 1930-31 and 1931-32	140—141
24.—Statement of Vehicles and Wagons and their Usage on Class I Railways for the years 1930-31 and 1931-32	142—143
25.—Statement of Density of traffic on Class I Railways for the years 1930-31 and 1931-32	144—145
26 (a).—Statement of Repairs of Rolling Stock of Class I Railways for the years 1930-31 and 1931-32	146—149
26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock of Class I Railways for the year 1931-32	150—151
27 (a).—Statement of Coal Consumed on Class I Railways for the years 1930-31 and 1931-32	152—157
27 (b).—Statement of Coal Consumption on Class I Railways for the years 1930-31 and 1931-32	158—159
28.—Statement of Efficiency of Class I Railways for the years 1930-31 and 1931-32	160
29.—Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1931-32	161—176
30.—Analysis of Operating Expenses of Class I Railways for the year 1931-32	177—203

	PAGE.
31.—Statement of the Oil Consumption on Class I Railways during the years 1930-31 and 1931-32	204—205
32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India and Great Indian Peninsula Railways for the years 1930-31 and 1931-32	206—209
33.—Statement of steam Coach and Rail motor Performances on Class I Railways during the years 1930-31 and 1931-32	210
34.—Statement of Equipment showing the actual stock running on Class II and III Railways on the 31st March 1932	211—212
35.—Statement of the Net Additions to Equipment of Class II and III Railways during the year 1931-32	213
36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1930-31 and 1931-32	214—219
37.—Statistics of engine miles and coal consumption of Class II and III Railways for the years 1930-31 and 1931-32	220—224
<i>Appendices—</i>	
A.—Value of Stores purchased by Class I Railways during the year 1931-32	225—229
B.—Details of Working of Company or State Collieries for the years 1929-30 to 1931-32	230—231
C.—Statement of Number of Servants of all races employed on each Railway System (open lines only) and in the Railway Board and other Railway Offices at the close of the years 1930-31 and 1931-32	232
D.—Statements of Accidents during 1931-32	233—265
E.—Rolling-Stock fitted with Automatic brakes, Vehicles lighted by gas or electricity and lower class carriages provided with latrine accommodation on the 31st March 1932	266—267
F.—Statement showing the cost of the Police Force employed on Railways during 1931-32	268

INTRODUCTORY NOTE.

1. For the information of foreign readers of this report, who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

2. An anna is a 16th part of a rupee and a pie the 12th part of an anna.

3. The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

A detailed list of the railways in each class will be found in statement 5, pages 43 to 47.

SECTION A.

FINANCIAL AND STATISTICAL
SUMMARIES.

[For details, see Statement 1, pages 22-23.]

FINANCIAL SUMMARIES.

1.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1930-31 and 1931-32 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.

(In thousands of rupees).

Classification.	Year.	*Capital at charge.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. (Col. 4 × 100 / Col. 3)	CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVT. [DIFFERENCE BETWEEN COLUMNS (4) AND (8)].		Percentage of Gain or Loss on Capital at Charge. (Col. 9 or 10 × 100 / Col. 3)
					Payments on account of shares of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
Central.										
1. State Lines worked by the State.	1930-31	4,97,90,64	14,20,95	2.85	..	20,73,85	20,73,85	..	6,52,90	-1.31
	1931-32	5,01,63,62	13,23,96	2.64	..	20,88,99	20,88,99	..	7,65,03	-1.53
2. State Lines worked by Companies or by Indian States	1930-31	2,81,97,07	13,43,24	4.76	1,16,30	11,95,30	13,11,60	31,64	..	0.11
	1931-32	2,84,69,09	10,61,41	3.74	64,19	12,11,81	12,76,00	..	2,14,59	-0.75
3. Miscellaneous items	1930-31	3,30,04	..	..	..	2,40	2,40	..	2,40	-0.72
	1931-32	3,31,32	..	..	..	5,84	5,84	..	5,84	-1.76
4. Total Central	1930-31	7,83,17,75	27,64,19	3.53	1,16,30	32,71,55	33,87,85	..	(a) 6,23,66	-0.79
	1931-32	7,89,64,03	23,85,37	3.02	64,19	33,06,64	33,70,83	..	(a) 9,85,41	-1.25
Provincial.										
5. Total Provincial	1930-31	14,61	..	..	..	58	58	..	58	-3.97
	1931-32	14,61	..	..	..	58	58	..	58	-3.97
6. GRAND TOTAL	1930-31	7,83,32,36	27,64,19	3.53	1,16,30	32,72,13	33,88,43	..	6,24,24	-0.79
	1931-32	7,89,78,64	23,85,37	3.02	64,19	33,07,22	33,71,41	..	9,85,04	-1.25

* On open lines and on lines wholly or partly under construction (including ferries and suspense).

(a) See also footnote * under Statement 1 on page 23.

[For details, see Statement 2 (a), pages 24-27.]

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1931 and 1932.

(In thousands of rupees.)

Details.	State owned lines worked by the State.		State owned lines worked by Companies and other miscellaneous items.		Total State owned railways.	
	31st March 1931.	31st March 1932.	31st March 1931.	31st March 1932.	31st March 1931. (Cols. 2+4.)	31st March 1932. (Cols. 3+5.)
	2	3	4	5	6	7
1. Liabilities incurred in the purchase of railways :—						
(a) During the year . . .	—1,22	—1,32	—	—	—1,22	—1,32
(b) To end of the year . . .	1,16,58,12	1,16,56,81	44,52,16	44,52,15	1,61,10,28	1,61,08,96
2. Capital outlay during the financial year from funds provided by the State :—						
(a) Works	6,36,54	3,71,16	4,89,12	2,75,94	11,25,66	6,47,10
(b) Rolling-stock	2,11,62	95,35	1,73,11	1,22,54	3,84,73	2,17,89
(c) General charges	29,26	19,79	27,90	15,69	57,16	35,48
(d) Stores, etc., not finally charged off in the accounts.	—1,91,02	—1,64,20	—55,66	—67,27	—2,46,68	—2,31,47
(e) Total	6,86,40	3,22,10	6,34,47	3,46,90	13,20,87	6,60,00
3. Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—						
(a) Works	2,57,41,33	2,61,29,54	1,60,19,67	1,61,42,22	4,17,61,00	4,22,71,76
(b) Rolling-stock	1,00,55,78	1,01,51,01	63,91,02	66,11,75	1,64,46,80	1,67,62,76
(c) General charges	12,11,26	12,66,29	11,28,98	11,23,28	23,40,24	23,89,57
(d) Stores, etc., not finally charged off in the accounts.	11,24,15	9,59,97	5,49,89	4,85,62	16,74,04	14,45,59
(e) Total	3,81,32,52	3,85,06,81	2,40,89,56	2,43,62,87	6,22,22,08	6,28,69,68
4. Total Capital at Charge at the end of the financial year [Items 1(b) plus 3(e)].	4,97,90,64	5,01,83,62	2,86,41,72	2,88,15,02	7,83,32,36	7,89,78,64

II-B.—Summary of Capital Outlay to the end of the years 1930-31

Classification.	Year.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
1. Branch line Companies' Railways under Guarantee Terms—		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Worked by the branch line company	1930-31	18	2,52	Nil	— 1,27	1,43
	1931-32	1	1	Nil	15	17
(b) Worked by the main line	1930-31	1,19	Nil	Nil	Nil	1,19
	1931-32	65	Nil	Nil	Nil	65
2. Branch line Companies' Railways under rebate terms worked by the main line.	1930-31	1,87	9	28	Nil	2,24
	1931-32	3,71	1	3	Nil	3,75
3. Branch line Companies' Railways under guarantee and rebate terms.	1930-31	2,05	1	Nil	Nil	2,06
	1931-32	28	Nil	Nil	Nil	28
4. Companies' lines subsidized by the Government of India.	1930-31	15,02	7,45	1	73	23,21
	1931-32	13,03	2,87	2	—54	15,38
5. Companies' lines subsidized by Local Governments.	1930-31	1,21	2,96	Nil	—21	3,96
	1931-32	79	79	Nil	—45	1,13
6. Unassisted Companies' lines	1930-31	—1,21	—1,03	—64	9	—2,79
	1931-32	—21	—8	Nil	—2	—31
7. District Board lines	1930-31	81	—1	Nil	Nil	80
	1931-32	56	Nil	Nil	Nil	56
8. Companies' lines subsidized by District Boards.	1930-31	76	26	Nil	—45	57
	1931-32	—1	69	Nil	—1,25	—57
9. Indian State lines worked by Indian States	1930-31	—1,21,71	31,16	12,05	—1,71	—80,21
	1931-32	75,16	19,86	3,60	10,53	1,09,15
10. Indian State lines worked by the main line	1930-31	8,47	1,80	1,76	—1,81	10,22
	1931-32	25,59	6,23	1,79	10	33,71
11. Companies' lines guaranteed by Indian States	1930-31	2	13	Nil	Nil	15
	1931-32	3	17	Nil	Nil	20
12. Lines in Foreign territory worked by British Indian Railway Companies.	1930-31	1	..	..	..	5,84*
	1931-32	434†	..	..	..	434
13. Total	1930-31	—91,33	45,34	13,46	—4,63	—31,33
	1931-32	1,23,93	30,55	5,44	8,52	1,68,44
14. Miscellaneous	1930-31	Nil	Nil	Nil	Nil	Nil
	1931-32	Nil	Nil	Nil	Nil	Nil
15. GRAND TOTAL	1930-31	—91,33	45,34	13,46	—4,63	—31,33
	1931-32	1,23,93	30,55	5,44	8,52	1,68,44

* Details not available.

†Represents total figure, the details being not available.

[For details, see Statement 2 (b), pages 28—39.]

and 1931-32 of other than State-owned Railways.

(In thousands of rupees.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Classification.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	13
89,04	21,29	12,81	2,00	1,25,14	1. Branch line Companies' Railways under Guarantee Terms—
91,79	21,30	10,07	2,15	1,25,31	
79,90	1,17	7,71	Nil	88,78	(a) Worked by the branch line company.
80,55	1,17	7,71	Nil	89,43	
6,08,44	56,07	79,07	Nil	7,43,58	(b) Worked by the main line.
6,12,15	56,08	79,10	Nil	7,47,33	
1,76,14	3,04	9,56	2,00	1,90,74	2. Branch line Companies' Railways under rebate terms worked by the main line.
1,76,42	3,04	9,56	2,00	1,91,02	
12,05,93	3,93,68	1,15,76	17,65	*17,44,97	3. Branch line Companies' Railways under guarantee and rebate terms.
12,30,91*	3,96,54	1,15,78	17,11	*17,60,34	
1,04,98	72,65	20,96	5,05	2,03,64	4. Companies' lines subsidized by the Government of India.
1,05,77	73,44	20,96	4,60	2,04,77	
30,15	5,87	25	38	36,65	5. Companies' lines subsidized by Local Governments.
41,13	7,31	26	36	49,06	
71,03	7,03	6,24	Nil	84,30	6. Unassisted Companies' lines.
71,59	7,03	6,24	Nil	84,86	
1,05,07	40,29	3,71	4,19	1,53,26	7. District Board lines.
1,05,17	40,87	3,71	2,94	1,52,69	
24,46,66	8,22,03	1,56,58	92,04	†35,48,89	8. Companies' lines subsidized by District Boards.
25,53,29†	8,41,80	1,60,19	1,02,57	†36,57,94	
10,65,01	1,10,59	70,04	10,38	12,56,02	9. Indian State lines worked by Indian States.
11,35,72	1,16,81	76,45	10,54	13,39,52	
8,40	5,43	1,77	Nil	15,60	10. Indian State lines worked by the main line.
8,43	5,60	1,77	Nil	15,80	
11,48	Nil	1,51	Nil	‡2,24,33	11. Companies lines guaranteed by Indian States.
2,27,16**	Nil	1,51	Nil	**2,28,67	
60,01,63	15,39,14	4,86,97	1,33,69	84,15,90	12. Lines in Foreign territory worked by British Indian Railway Companies.
64,40,08	15,71,08	4,93,31	1,42,27	86,46,74	
28,29	2,75	2,01,09	38	2,32,51	13. TOTAL.
8,23	Nil	64	Nil	8,87	
60,29,92	15,41,89	4,87,06	1,34,07	86,48,41	14. Miscellaneous.
64,48,31	15,71,08	4,93,95	1,42,27	86,55,61	
					15. GRAND TOTAL.

* Includes 11,95 being the capital outlay of Matheran Light Railway to the end of 1927-28, the details of which are not available.

† Includes 32,18 being the capital outlay on Mauli-Kankroli and Kankroli-Kambli Sections of Udaipur-Chittorgarh Railway, the details of which are not available.

‡ Includes 44,91 being the capital outlay on Mauli-Kankroli and Kankroli-Kambli Sections of Udaipur-Chittorgarh Railway, the details of which are not available.

§ Includes 2,11,34 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

** Includes 2,15,68 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

[For details, see Statement 4, page 42.]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1930-31 and 1931-32.

Particulars.	CENTRAL.								Total Provincial.		Grand Total.	
	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.		Total.		1930-31.	1931-32.	1930-31.	1931-32.
	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.				
1	2	3	4	5	6	7	8	9	10	11	12	13
1. Interest on sterling debt . . . £	3,567,220	3,567,249	893,913	893,913	..	..	4,461,133	4,461,162	..	..	4,461,133	4,461,162
2. Interest on capital contributed by companies:—												
(a) On share capital £	..	..	420,000	420,000	..	..	420,000	420,000	..	..	420,000	420,000
(b) On debenture and debenture stock £	..	..	595,648	555,479	..	..	595,648	555,479	..	..	595,648	555,479
3. TOTAL . . . £	..	..	1,015,648	975,479	..	..	1,015,648	975,479	..	..	1,015,648	975,479
4. GRAND TOTAL . . . £	3,567,220	3,567,249	1,909,561	1,869,392	..	..	5,476,781	5,436,641	..	..	5,476,781	5,436,641
5. Converted into rupees at average rate of exchange (In thousands of rupees).	4,81,58	4,78,58	2,55,09	2,49,68	(a)3,11	(a)1,63	7,39,78	7,29,89	..	..	7,39,78	7,29,89
6. Interest on capital outlay provided by Government (In thousands of rupees).	15,90,35	16,08,49	9,32,71	9,54,63	—71	4,21	25,22,35	25,67,33	58	58	25,22,93	25,67,91
7. Interest on rupee debt. (In thousands of rupees).	1,92	1,92	7,50	7,50	..	..	9,42	9,42	..	..	9,42	9,42
8. GRAND TOTAL . (In thousands of rupees).	20,73,85	20,88,99	11,95,30	12,11,81	2,40	5,84	32,71,55	33,06,64	58	58	32,72,13	33,07,22

(a) Represents exchange charges.

[For details, see Statement No. 3, pages 40 and 41.]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the year 1930-31 and 1931-32.

[In thousands of rupees.]

Class of Railways.	Year.	GROSS REVENUE RECEIPTS.			WORKING EXPENSES.				Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
		Earnings.	Suspense.	Total.	Ordinary.	Appropriation to Depreciation Fund.	Suspense.	Total.		
1	2	3	4	5	6	7	8	9	10	11
State Railways worked by State .	1930-31	57,88,14	28,78	58,16,92	35,54,74	8,30,23	11,00	43,95,97	14,20,95	61.41
	1931-32	52,53,50	18,56	52,72,06	30,94,33	8,54,60	—83	39,48,10	13,23,96	58.90
States Railways worked by Companies or Indian States and Miscellaneous.	1930-31	36,75,26	17,48	36,92,74	18,81,42	4,76,30	—8,22	23,49,50	13,43,24	51.19
	1931-32	33,74,76	15,93	33,90,69	18,31,01	4,91,74	6,53	23,29,28	10,61,41	54.26
Total . . .	1930-31	94,63,40	46,26	95,09,66	54,36,16	13,06,53	2,78	67,45,47	27,64,19	71.25
	1931-32	86,28,26	34,49	86,62,75	49,25,34	13,46,34	5,70	62,77,38	23,85,37	57.08

[For details, see Statement 5, pages 43-47.]

V.—Summary of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses of Railways for the years 1930-31 and 1931-32.

[In thousands of rupees.]

Classification.	Year.	For the system i.e. both State-owned and other than State-owned portions.					
		† Total capital at charge	§ Gross earnings.	§ Working expenses.	Net earnings. (Col. 4-5.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 5} \times 100}{\text{Col. 4}}\right)$	Percentage of net earnings on total capital at charge given in column 3. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 3}}\right)$
1	2	3	4	5	6	7	8
By classes of railways.							
Class I Railways	1930-31	8,35,96,81	1,02,84,33	72,00,42	30,83,91	70.01	3.69
	1931-32	8,41,90,69	94,30,12	65,14,34	29,15,78	69.08	3.46
Class II Railways	1930-31	24,59,79	3,24,24	2,12,61	1,11,63	65.57	4.54
	1931-32	24,96,21	2,95,81	1,99,98	95,83	67.60	3.84
Class III Railways	1930-31	4,92,82	54,03	42,83	11,20	79.27	2.27
	1931-32	5,14,47	52,11	39,87	12,24	76.51	2.38
Other items not included in the preceding heads	1930-31	4,31,35	—5,60	—32,43	26,83	..	..
	1931-32	4,32,88	—57,48	1,54,92	—2,12,40	..	..
By Ownership.							
Total State Railways (a)	1930-31	7,79,01,01	94,69,00	67,75,12	26,93,88	71.55	3.45
	1931-32	7,85,45,76	86,85,74	61,16,76	25,68,98	70.42	3.27
Other items not included in the preceding heads.	1930-31	4,31,35	—5,60	—32,43	26,83	..	..
	1931-32	4,32,88	—57,48	1,54,92	—2,12,40	..	..
Total other Railways	1930-31	84,15,90	11,93,17	6,80,30	5,12,87	57.02	6.09
	1931-32	86,46,74	10,91,89	6,36,98	4,54,91	58.34	5.26
Miscellaneous	1930-31	(b) 2,32,51	43	44	—1	..	..
	1931-32	(b) 8,87	41	45	—4	..	..
GRAND TOTAL	1930-31	8,69,89,77	1,06,57,00	74,23,43	32,33,57	69.66	3.72
	1931-32	8,76,34,25	97,26,56	69,09,11	28,11,45	71.08	3.21

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense.)

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period, irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figures of railway accounts.

(a) The difference with the corresponding totals in Summary I (Column 3) and Summary IV Column 3 and Columns 6+7 is represented by the head "Other items not included in the preceding heads".

(b) See details at the foot of Statement 2 (b) for the year concerned.

[For details, see Statement 5, pages 43-47 and Statement 8, pages 62-77.]

VI.—Summary of $\frac{\text{Capital at Charge}}{\text{Capital outlay}}$, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1930-31 and 1931-32.

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees.				Remarks.
			† Total capital at charge.	Gross earnings. §	Working expenses. §	Net earnings.	
			Capital Outlay.	§	§	§	
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State (a).	1930-31	17,449.59	4,96,90.71	57,33.14	42,76.21	14,11.93	
	1931-32	17,722.53	5,00,63.45	52,53.43	39,34.90	12,18.53	
2. State lines worked by companies (a)	1930-31	14,063.17	2,82,10.30	36,30.36	23,93.91	12,31.95	
	1931-32	13,967.01	2,84,82.31	34,32.31	21,81.36	12,50.45	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	1930-31	177.93	1,25.14	3.79	3.02	—22	
	1931-32	177.93	1,25.31	3.20	7.37	83	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	1930-31	114.65	88.78	11.07	5.57	5.50	
	1931-32	114.65	89.43	9.86	4.96	4.90	
5. Branch line companies' railways under Rebate terms, worked by the main line.	1930-31	1,126.03	7,43.58	94.64	48.70	45.94	
	1931-32	1,125.95	7,47.33	75.82	41.19	34.63	
6. Branch line companies' railways under Guarantee and rebate terms.	1930-31	166.60	1,90.74	14.21	7.68	6.53	
	1931-32	166.60	1,91.02	10.71	6.30	4.41	
7. Companies' lines subsidized by the Government of India.	1930-31	2,070.95	17,44.97	2,00.24	1,32.37	1,27.87	
	1931-32	2,033.03	17,60.34	2,49.85	1,22.95	1,26.90	
8. Companies' lines subsidized by Local Governments.	1930-31	137.02	2,03.64	45.01	25.04	19.97	
	1931-32	137.02	2,04.77	37.95	22.60	15.35	
9. Unassisted companies' lines	1930-31	108.70	36.65	4.90	3.43	1.47	
	1931-32	108.70	40.06	4.28	3.53	70	
10. District Board lines	1930-31	136.43	84.30	19.54	10.33	9.21	
	1931-32	136.43	84.36	16.08	8.41	7.67	
11. Companies' lines subsidized by District Boards.	1930-31	269.16	1,53.26	35.67	24.10	11.57	
	1931-32	267.83	1,52.69	33.39	23.69	9.70	
12. Indian State lines worked by Indian States.	1930-31	4,714.41	35,43.89	5,06.03	2,96.31	2,09.22	
	1931-32	4,803.44	36,57.94	4,66.10	2,89.29	1,76.81	
13. Indian State lines worked by the main line.	1930-31	1,609.60	12,56.02	1,59.82	96.69	63.13	
	1931-32	1,315.94	12,39.52	1,49.48	88.66	60.82	
14. Companies' lines guaranteed by Indian States.	1930-31	38.63	15.60	1.18	1.25	—7	
	1931-32	38.63	15.80	1.06	78	28	
15. Lines in foreign territory worked by British Indian railway companies.	1930-31	73.60	2,23.67	32.07	19.31	12.76	
	1931-32	73.60	2,24.33	29.11	17.20	11.91	
16. Miscellaneous (b)	1930-31	19.12	(b) 2,32.51	43	44	—1	
	1931-32	19.12	(b) 8.87	41	45	—4	
17. Other items not included in the preceding heads.	1930-31	..	4,31.35	—5.60	—32.43	26.83	
	1931-32	..	4,32.88	—57.48	1,54.92	—2,12.40	
18. Total	1930-31	42,280.59	8,69,80.77	1,06,57.00	74,23.43	32,33.57	
	1931-32	42,813.41	8,76,34.25	97,20.56	69,09.11	28,26.45	

(a) The difference between the totals of items 1 and 2 with the corresponding totals in Summary I (column 3) and Summary IV, (column 3 and columns 6 + 7) is represented by "Other items not included in the preceding heads".

(b) See details at the foot of Statement 2 (b) for the year concerned.

* In the case of State-owned Railways.

† On open line and on lines wholly or partly under construction (including ferries and suspension).

§ Gross earnings and working expenses represent the true earnings and true expenses of a Railway in an accounting period, irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.

|| Include State lines worked by Indian States.

[For details, see Statement 8, pages 62—77.]

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1932.

Classification.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1932.			TRACK MILEAGE OPEN ON THE 31st MARCH 1932.			Route mileage opened during the financial year 1931-32.	ROUTE MILEAGE AUTHO- RISED BUT NOT OPEN FOR TRAFFIC ON 31st MARCH 1932.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under con- struction.
1	2	3	4	5	6	7	8	9	10
1. Class I Railways—									
5' 6" gauge	17,742.09	3,364.63	21,106.72	24,727.53	7,471.00	32,198.53	309.49	331.60	322.00
3' 3½" gauge	14,852.24	266.44	15,118.68	15,400.67	3,214.49	18,615.16	87.65	389.54	104.55
2' 6" and 2' 0" gauges	2,234.72	NH	2,234.72	2,234.72	242.35	2,477.07	79.11	NH	NH
Total	34,829.05	3,631.07	38,460.12	42,362.92	10,927.84	53,290.76	476.25	711.14	426.55
2. Class II Railways—									
3' 3½" gauge	2,259.35	NH	2,259.35	2,259.35	331.29	2,590.64	7.86	81.34	36.36
2' 6" and 2' 0" gauges	969.84	0.07	969.91	969.98	118.29	1,088.27	NH	84.14	NH
Total	3,229.19	0.07	3,229.26	3,229.33	449.58	3,678.91	7.86	165.48	36.36
3. Class III Railways—									
3' 3½" gauge	151.36	NH	151.36	151.36	21.17	172.53	24.56	10.00	22.24
2' 6" and 2' 0" gauges	971.28	1.41	972.67	974.08	94.15	1,068.23	61.43	3.00	22.34
Total	1,122.62	1.41	1,124.03	1,125.44	115.32	1,240.76	85.99	13.00	44.58
4. Total State-owned Railways—									
5' 6" gauge	15,866.52	3,364.63	19,231.15	22,851.96	7,207.14	30,059.10	309.49	319.61	212.30
3' 3½" gauge	10,591.63	248.62	10,840.25	11,104.42	2,492.41	13,596.83	87.65	270.87	104.55
2' 6" and 2' 0" gauges	1,637.26	NH	1,637.26	1,637.26	193.16	1,830.42	44.43	NH	NH
Total	28,095.41	3,613.25	31,708.66	35,593.64	9,892.71	45,486.35	441.57	590.48	316.85
5. Total Other Railways—									
5' 6" gauge	1,875.57	NH	1,875.57	1,875.57	263.86	2,139.43	NH	1.99	109.70
3' 3½" gauge	6,671.32	17.82	6,689.14	6,706.96	1,740.54	7,781.50	32.42	210.01	58.60
2' 6" and 2' 0" gauges	2,538.56	1.48	2,540.04	2,541.52	261.63	2,803.15	96.11	87.14	22.34
Total	11,085.45	19.30	11,104.75	11,124.05	1,600.03	12,724.08	128.53	299.14	190.64
6. Total State-managed Railways—									
5' 6" gauge	12,244.24	2,803.14	15,047.38	18,060.67	5,715.93	23,776.60	235.49	235.66	201.44
3' 3½" gauge	2,941.25	214.14	3,155.39	3,369.53	906.67	4,276.20	27.32	270.87	71.04
2' 6" and 2' 0" gauges	966.97	NH	966.97	966.97	106.18	1,073.15	44.43	NH	NH
Total	16,152.46	3,017.28	19,169.74	22,397.17	6,728.78	29,125.95	307.24	556.53	272.48
7. Total Other Railways—									
5' 6" gauge	5,497.85	561.49	6,059.34	6,666.86	1,755.07	8,421.93	74.00	35.94	120.56
3' 3½" gauge	14,321.70	52.30	14,374.00	14,441.85	2,660.28	17,102.13	92.75	210.01	92.11
2' 6" and 2' 0" gauges	3,208.85	1.48	3,210.33	3,211.81	248.61	3,560.42	96.11	87.14	22.34
Total	23,028.40	615.27	23,643.67	24,320.52	4,763.96	29,084.48	262.86	333.09	235.01
8. Total by gauges—									
5' 6" gauge	17,742.09	3,364.63	21,106.72	24,727.53	7,471.00	32,198.53	309.49	331.60	322.00
3' 3½" gauge	17,262.95	266.44	17,529.39	17,811.38	3,566.95	21,378.33	120.67	490.88	165.15
2' 6" and 2' 0" gauges	4,175.82	1.48	4,177.30	4,178.78	454.79	4,633.57	140.54	87.14	22.34
GRAND TOTAL	39,180.86	3,632.55	42,813.41	46,717.69	11,492.74	58,210.43	570.10	889.62	597.49

NOTE.—Route mileage open on 31st March 1931 42,280.59
Add Route mileage opened during 1931-32 579.10

Route mileage open on 31st March 1932 as shown in column 4 above 42,813.41

Difference (vide details below) —37.28

Net increase on account of re-alignments, remeasurements, etc. +7.68

Dismantlement of Mohpani, Gadawada (Gotitoria) and Kosi Kalan Sanket Branches of G. I. P. Rly. —17.64

Portion of Tangla-Bisiri-Rangapara (E. B. Railway) opened but not included in the route mileage open on the 31st March 1932 (Col. 4 above) as it has not been opened throughout for traffic —27.32

Total —37.28

VIII.—Summary of Equipment showing

Classification.	LOCOMOTIVES.				RAIL MOTORS.		STEAM COACHES.		ELECTRIC MOTOR COACHES.			COACHING VEHICLES.								
	Total tractive effort in lbs.											EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.								
												PASSENGER CARRIAGES.									OTHER VEHICLES INCLUDING BRAKE VANS.		Railway Service vehicles (including officers' carriages).
	Steam. No.	Elec. No.	Steam.	Elec. tric.	No.	Seats.	No.	Seats.	No. (In uni- ts.)	Seats.	Aver- age weight in tons.	No. (In units.)	Seats.							
													1st.	2nd.	Inter.	Third.	No. (In units.)	No. (In units.)		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
CLASS I RAILWAYS.												*								
5' 6" gauge . . .	\$5,860	69	1145,587,368	2,116,352	2	12	13	1,113	93	9,248	69	10,003	25,398	44,964	67,080	689,265	3,817	1,087		
3' 3½" gauge . . .	2,771	(a)6	40,385,167	(b)41,600	4	236	7	623	17	720	29	*7,981	11,004	14,885	12,800	379,814	1,436	579		
2' 6" and 2' 0" gauges			Number. 287		Number. 11		¶6	114	..	..	..	892	1,181	1,417	2,162	26,420	104	33		
CLASS II RAILWAYS.																				
3' 3½" gauge . . .			256		3		..	..	..	..	..	850	1,278	2,261	1,112	31,389	201	68		
2' 6" and 2' 0" gauges			153		5		3	..	..	..	..	747	570	824	462	18,936	49	22		
CLASS III RAILWAYS.																				
3' 3½" gauge . . .			18		..		..	..	..	..	..	61	52	141	80	2,223	19	4		
2' 6" and 2' 0" gauges			130		17		..	..	1	..	..	478	496	411	1,177	11,444	66	17		

IX.—Summary of net additions

Classification.	LOCOMOTIVES.				RAIL MOTORS.		STEAM COACHES.		ELECTRIC MOTOR COACHES.		COACHING VEHICLES.						
											EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.					Railway Service vehicles (including officers' carriages).	
	Steam. No.	Elec. No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	PASSENGER CARRIAGES.				OTHER VEHICLES INCLUDING BRAKE VANS.		
			Steam.	Elec. tric.							No. (In units.)	Seats.					
												1st.	2nd.	Inter.	Third.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
CLASS I RAILWAYS.																	
5' 6" gauge . . .	—47	2	1,332,179	..	..	..	..	..	..	..	28	—179	178	109	—8,121	—111	133
3' 3½" gauge . . .	—14	6	711,388	..	..	..	..	24	17	720	61	317	188	320	7,453	—49	66
2' 6" and 2' 0" gauges	Number. —13				Number. 2		..	..	..	..	3	28	—45	—111	—1,387	2	—2
CLASS II RAILWAYS.																	
3' 3½" gauge . . .			—2			1	..	..	..	..	19	43	133	86	636	6	..
2' 6" and 2' 0" gauges			..			..	..	..	..	..	10	12	20	17	78	..	..
CLASS III RAILWAYS.																	
3' 3½" gauge . . .			—1			..	..	..	..	..	..	12	9	20	11	2	1
2' 6" and 2' 0" gauges			2			—1	..	..	..	..	18	—39	—9	—5	440	2	..
By GAUGES.																	
5' 6" gauge . . .	—47	2	1,332,179	..	..	..	..	..	..	..	28	—179	178	109	—8,121	—111	133
3' 3½" gauge . . .	Number. —11					1	..	24	17	720	80	372	330	426	8,100	—41	67
2' 6" and 2' 0" gauges	—11					1	..	..	..	..	31	1	—34	—99	—869	4	—2

* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in column 18.
 † Motor Coach composites.
 ‡ Includes one Petrol Locomotive.
 § Includes 2,460Lbs. tractive effort of 1 Petrol Locomotive.

(a) Includes 2 Battery tenders.
 (b) For 4 Electric Locomotives only.
 ¶ Includes 3 Steam Coach Trailers.
 ** Does not include seating capacity of 3 Steam Coach Trailers referred to at ¶ above.

actual stock running on 31st March 1932.

[For details, see Statement 10, pages 79—88 and Statement 34, pages 211—212.]

GOODS WAGONS.							Railway Service Vehicles including inspection trolleys, travelling cranes and their dummy trucks.	Road Motors.	Classification.
EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.									
COVERED WAGONS.		OPEN WAGONS, HIGH SIDED.		OPEN WAGONS, LOW SIDED.		SPECIAL WAGONS INCLUDING BRAKE VANS.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
20	21	22	23	24	25	26	27	28	
94,272	1,908,962	37,315	790,714	6,020	119,873	12,802	4,270	81	CLASS I RAILWAYS. 5' 6" gauge.
48,048	609,222	3,028	46,342	5,441	69,156	6,496	3,866	7	3' 3½" gauge.
Number. 3,547							144	..	2' 6" and 2' 0" gauges.
6,126							165	..	CLASS II RAILWAYS. 3' 3½" gauge.
2,557							44	..	2' 6" and 2' 0" gauges.
409							10	..	CLASS III RAILWAYS. 3' 3½" gauge.
1,396							28	..	2' 6" and 2' 0" gauges.

to or reductions of Equipment during the year 1931-32.

[For details, see Statement 11, pages 90—91 and Statement 35, page 213.]

GOODS WAGONS.					Railway Service Vehicles including inspection trolleys, travelling cranes & their dummy trucks.	Road Motors	Classification.
EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.							
COVERED WAGONS.		OPEN WAGONS.		SPECIAL WAGONS INCLUDING BRAKE VANS.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
19	20	21	22	23	24	25	
382	12,971	—14	4,624	186	—273	—25	CLASS I RAILWAYS. 5' 6" gauge.
92	8,406	—287	—1,667	—82	21	..	3' 3½" gauge.
Number. —501					6	..	2' 6" and 2' 0" gauges.
115					4	..	CLASS II RAILWAYS: 3' 3½" gauge.
5					—5	..	2' 6" and 2' 0" gauges.
—7					—1	..	CLASS III RAILWAYS. 3' 3½" gauge.
—33					—1	..	2' 6" and 2' 0" gauges.
382	12,971	—14	4,624	186	—273	—25	BY GAUGES. 5' 6" gauge.
Total Number.					24	..	3' 3½" gauge.
—169					..	..	2' 6" and 2' 0" gauges.
—529							

X.—Summary of Passenger and Goods Revenue

Headings. 1	CLASS I RAILWAYS.		CLASS II RAILWAYS.		CLASS III RAILWAYS.	
	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.
	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class No.	†744.8	571.7	29.9	27.9	12.4	10.4
2nd class „	†8,323.3	6,148.5	216.9	187.2	29.5	25.0
Inter class „	16,198.6	12,377.4	254.6	201.7	148.3	134.4
3rd class „	539,277.7	476,487.2	27,717.9	24,668.5	8,498.3	7,970.5
TOTAL (a)	564,544.4	495,584.8	28,219.3	25,085.3	8,688.5	8,140.3
2. Passenger miles (in thousands)—						
1st class Miles	†108,649	91,617	1,201	1,128	341	285
2nd class „	†419,921	347,600	8,917	7,999	770	641
Inter class „	652,744	552,353	6,328	5,059	2,466	2,264
3rd class „	18,532,237	16,348,404	624,612	568,452	135,040	131,016
TOTAL	19,708,551	17,339,974	641,058	582,638	138,617	134,206
3. Average miles a passenger was carried—						
1st class Miles	†145.9	160.3	40.2	40.4	27.5	27.4
2nd class „	†50.5	56.5	41.1	42.7	26.1	25.6
Inter class „	40.3	44.6	24.8	25.1	16.6	16.8
3rd class „	34.4	34.3	22.5	23.1	15.9	16.4
TOTAL	34.9	35.0	22.7	23.2	15.9	16.5
4. Earnings from passengers carried (in thousands of rupees)—						
1st class Rs.	†92.40	81.85	1.35	1.21	32	28
2nd class „	†1,64,62	1,48,76	4.82	4.24	75	71
Inter class „	1,38,76	1,20,91	1.91	1.46	67	61
3rd class „	28,72,02	26,35,73	1,24,58	1,13,42	27,55	26,26
TOTAL	32,67,80	29,87,25	1,32,66	1,20,33	29,29	27,86
5. Average rate charged per passenger per mile (in pies)—						
1st class Pies	16.3	17.2	21.6	20.6	21.4	20.4
2nd class „	†7.53	8.22	10.4	10.2	13.7	11.5
Inter class „	4.08	4.20	5.79	5.54	5.22	5.17
3rd class „	2.99	3.10	3.83	3.86	3.92	3.85
TOTAL	3.18	3.31	3.97	3.96	4.07	3.99
6. Tons of goods carried (in thousands) (b)	105,106	94,245	4,691	4,143	936	926
7. Net ton-miles (in thousands)	20,145,778	18,196,542	236,103	215,945	24,596	24,278
8. Average miles a ton of goods was carried	191.7	192.1	51.3	52.1	26.3	26.2
9. Earnings from goods carried (in thousands of rupees).	62,57,01	57,02,65	1,65,08	1,51,43	19,00	18,43
10. Average rate charged for carrying a ton of goods one mile Pies.	5.96	6.05	13.4	13.5	14.8	14.6

(a) } See remarks on page 13.
 (b) }
 †

[For details, see Statements 12, 13 and 36, pages 92—111 and 212—217]

Statistics for the years 1930-31 and 1931-32.

5' 6" gauge.		3' 3½" gauge.		2' 6" and 2' 0" gauges.		All Railways.		Headings.
1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	
8	9	10	11	12	13	14	15	16
562,2	420,1	193,0	163,5	31,3	26,4	†670,5	508,1	1. Number of Passengers (in hundreds)--- 1st class No.
6,781,0	4,891,4	1,672,6	1,374,2	116,7	95,1	8,088,5	5,937,5	2nd class "
14,368,3	10,952,9	1,823,9	1,417,8	409,3	342,8	16,188,8	12,353,9	Inter class. . . . "
331,769,1	296,624,5	216,501,5	188,954,7	27,223,3	23,547,0	550,378,7	487,036,9	3rd class "
353,480,6	312,888,9	220,191,0	191,910,2	27,780,6	24,011,8	575,826,5	505,836,4	TOTAL (a) . . "
90,403	76,071	18,714	16,061	1,059	898	110,176	93,030	2. Passenger miles (in thousands)--- 1st class Miles.
330,043	273,215	90,494	79,766	4,086	3,259	424,623	356,240	2nd class "
575,623	488,946	77,096	68,461	8,819	7,269	661,538	559,876	Inter class. . . . "
12,416,834	11,050,309	6,376,186	5,565,453	498,869	432,110	19,291,889	17,047,872	3rd class "
13,412,903	11,888,541	6,562,490	5,724,741	512,833	443,536	20,488,226	18,056,818	TOTAL . . "
160.8	181.1	97.9	98.2	33.8	34.0	164.4	183.1	3. Average miles a passenger was carried--- 1st class Miles.
48.6	55.9	54.1	58.0	35.0	34.3	52.5	60.0	2nd class "
40.1	44.7	42.3	44.8	21.5	21.2	40.9	45.3	Inter class "
37.4	37.3	29.5	29.5	18.3	18.4	35.0	35.0	3rd class "
37.9	38.0	29.8	29.8	18.5	18.5	35.6	35.7	TOTAL . . "
73,31	65,82	18,98	16,04	1,77	1,48	94,06	83,34	4. Earnings from passengers carried (in thousands of rupees)--- 1st class Rs.
1,23,16	1,12,48	43,33	38,49	3,21	2,74	1,70,20	1,53,71	2nd class "
1,21,03	1,06,16	17,69	14,69	2,62	2,13	1,41,34	1,22,98	Inter class "
18,77,31	17,55,70	10,40,73	9,27,60	1,06,11	92,11	30,24,15	27,75,41	3rd class "
21,94,81	20,40,16	11,21,23	9,96,82	1,13,71	98,46	34,29,75	31,35,44	TOTAL . . "
15.6	16.6	19.5	19.2	33.2	31.6	16.4	17.2	5. Average rate charged per passenger per mile (in pias)--- 1st class Pias.
7.16	7.90	9.30	9.26	15.1	16.1	7.70	8.28	2nd class "
4.04	4.17	4.41	4.44	5.70	5.63	4.10	4.22	Inter class "
2.90	3.05	3.13	3.20	4.08	4.09	3.01	3.13	3rd class "
3.14	3.29	3.28	3.34	4.26	4.26	3.21	3.33	TOTAL . . "
77,550	69,698	29,623	26,551	3,470	3,065	†83,377	74,575	6. Tons of goods carried (in thousands) (b)
16,510,591	14,762,034	3,758,854	3,461,921	137,032	122,810	20,406,477	18,346,765	7. Net ton-miles (in thousands).
212.9	211.8	126.9	130.4	39.6	40.1	†244.7	246.0	8. Average miles a ton of goods was carried.
46,67,84	42,40,07	16,59,50	15,31,14	1,13,76	1,01,30	64,41,10	58,72,51	9. Earnings from goods carried (in thousands of rupees).
5.42	5.55	8.48	8.49	15.9	15.8	6.06	6.15	10. Average rate charged for carrying a ton of goods one mile. Pias.

(a) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges or two or more railways as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(b) The above remarks apply to tons carried also.

† Revised figures.

[For details, see Statement 5, pages 43—47 and Statement 14, pages 112—115.]

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges, for the years 1930-31 and 1931-32.

Class or Gauge.	Year.	NET EARNINGS.			WORKING EXPENSES.*			GROSS EARNINGS.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways	1930-31	30,83,91	1.70	8,061	72,00,42	3.95	359	1,02,84,33	5.65	26,778	514
	1931-32	29,15,78	1.81	7,434	65,14,34	4.10	323	94,30,12	5.90	24,309	465
Class II Railways	1930-31	1,11,63	1.61	3,443	2,12,61	3.07	126	3,24,24	4.68	9,998	189
	1931-32	95,83	1.45	2,930	1,99,98	3.02	117	2,95,81	4.46	9,038	173
Class III Railways	1930-31	11,20	0.58	1,074	42,83	2.21	79	54,03	2.79	5,180	98
	1931-32	12,24	0.65	1,131	39,87	2.11	70	52,11	2.76	4,815	92
					By gauges.						
5'6" Gauge	1930-31	21,00,98	1.75	9,983	53,31,65	4.42	485	74,32,63	6.17	35,261	676
	1931-32	20,03,34	1.93	9,384	48,37,09	4.68	435	68,40,43	6.62	32,142	615
3'3½" Gauge	1930-31	10,98,50	1.79	6,313	18,32,39	3.07	207	29,80,89	4.86	17,129	329
	1931-32	10,14,10	1.79	5,695	17,04,19	2.97	180	27,18,29	4.76	15,131	289
2'6" and 2'0" Gauges	1930-31	7,26	0.68	179	2,41,32	2.86	114	2,49,08	2.95	6,149	119
	1931-32	6,41	0.68	155	2,12,91	2.67	102	2,19,32	2.75	5,492	105
					Total all railways.						
†TOTAL	1930-31	32,06,74	1.68	7,543	74,55,86	3.92	336	1,06,62,60	5.61	25,084	493
	1931-32	30,23,85	1.80	7,026	67,54,19	4.01	299	97,78,04	5.81	22,655	433

* Includes Replacement and Renewal or contribution to Depreciation Fund, as the case may be.

† The difference between these totals and those shown in Summary V consists of "other items not included in the preceding heads" included in the latter.

[For details, see Statement 17, pages 120—125 and Statement 37 pages 220—224.]

XII.—Summary of Train and Engine Mileage for the years 1930-31 and 1931-32. (In thousands of miles.)

Particulars.	TRAIN MILES.					SHUNTING AND OTHER ENGINE MILES.			Total engine miles, (Cols. 6+9).	
	Year.	† Passenger.	† Goods.	† Mixed.	Total (including departmental).	Shunting.	*Miscellaneous.	Total. (Cols. 7+8).		
1	2	3	4	5	6	7	8	9	10	
				By classes of railways.						
Class I Railways	{ Steam	1930-31	86,557	54,781	25,752	173,871	28,873	15,840	44,713	218,584
		1931-32	79,647	47,291	24,704	156,678	25,243	13,761	39,004	195,682
	{ †Electric	1930-31	1,339	607	Nil	1,955	7	343	350	2,305
		1931-32	1,580	558	Nil	2,172	14	335	349	2,521
Class II Railways	{ Steam	1930-31	1,567	1,027	4,147	6,920	1,284	126	1,410	8,330
		1931-32	1,534	887	4,078	6,626	1,202	122	1,324	7,950
Class III Railways	{ Steam	1930-31	549	135	1,196	1,934	419	144	563	2,497
		1931-32	500	116	1,232	1,891	270	212	482	2,373
				By gauges.						
5' 6" gauge	{ Steam	1930-31	63,299	39,328	6,732	112,950	19,440	11,911	31,351	144,301
		1931-32	57,155	34,184	6,952	100,964	17,041	10,339	27,380	128,344
	{ †Electric	1930-31	1,339	607	Nil	1,955	7	343	350	2,305
		1931-32	1,580	558	Nil	2,172	14	335	349	2,521
3' 3½" gauge	{ Steam	1930-31	23,195	15,282	19,664	61,318	9,719	3,757	13,476	74,794
		1931-32	22,533	12,834	18,542	56,285	8,511	3,268	11,779	68,064
2' 6" and 2' 0" gauges	{ Steam	1930-31	2,179	1,333	4,699	8,457	1,417	442	1,859	10,316
		1931-32	1,993	1,276	4,520	7,946	1,163	488	1,651	9,597
				Total all railways.						
Total	{ Steam	1930-31	88,673	55,943	31,095	182,725	30,576	16,110	46,686	229,411
		1931-32	81,681	48,294	30,014	165,195	26,715	14,095	40,810	206,005
	{ †Electric	1930-31	1,339	607	Nil	1,955	7	343	350	2,305
		1931-32	1,580	558	Nil	2,172	14	335	349	2,521

*Includes light, assisting required, assisting not required, siding and departmental.

†Other than electric multiple unit suburban trains.

‡Excluding departmental.

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1932.

Particulars.		5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
*1. Coaching vehicle miles (In thousands)		1,032,011	560,188	38,665
*2. Wagon miles—(In thousands)				
2·01 Loaded		1,154,373	458,125	19,736
2·02 Total (excluding brake vans)		1,670,701	627,442	29,222
2·03 Percentage loaded of total		69·1	73·0	67·5
*3. Net or freight ton miles (In thousands)	{ Steam	14,273,227	3,138,629	70,755
	{ Electric†.	253,065	..	..
4. Gross ton miles (including weight of engine)—(In thousands)				
4·01 Passenger and proportion of mixed.	{ Excluding departmental { Steam	24,347,103	6,933,812	321,738
	{ Electric†.	723,132	..	..
	{ Including departmental { Steam	24,474,725	7,024,137	322,184
	{ Electric†.	723,767	..	..
4·02 Goods and proportion of mixed.	{ Excluding departmental { Steam	33,910,056	7,569,316	265,217
	{ Electric†.	616,042	..	..
	{ Including departmental { Steam	35,001,934	8,021,140	279,234
	{ Electric†.	624,469	..	..
*5. Vehicle and Wagon Usage—				
5·01 Vehicle Miles per vehicle day		122·9	101·5	56·8
5·02 Wagon miles per wagon day		31·5	25·4	12·6
5·03 Net ton miles per wagon day		277·0	128·2	30·6
5·04 Average wagon load (Total traffic)		12·6	6·84	3·54
*6. Average speed of goods trains—Train miles per train engine hour—				
†Through Goods trains—	{ Steam	\$	\$	..
6·01 Main lines	{ Electric†.	16·4	..	..
6·02 Branch lines		\$	\$	..
6·03 Total	{ Steam	\$	\$	..
	{ Electric†.	16·4	..	..
All Goods trains—	{ Steam	11·3	10·6	..
6·04 Main lines	{ Electric†.	13·3	..	..
6·05 Branch lines		10·6	10·3	..
6·06 Total	{ Steam	11·0	10·5	8·89
	{ Electric†.	13·3	..	..
*7. Average train load—				
Passenger—				
7·01 Number of vehicles	{ Steam	16·9	16·7	..
	{ Electric†.	17·0	..	..
Passenger and proportion of mixed—	{ Steam	395·5	227·8	..
7·02 Gross weight (including weight of engine)	{ Electric†.	458·0	..	..
Goods—				
7·03 Main lines—Loaded wagons	{ Steam	35·6	31·5	..
	{ Electric†.	43·8	..	..
7·04 Main lines—Total	{ Steam	51·1	43·4	..
	{ Electric†.	52·4	..	..
7·05 Percentage loaded of total	{ Steam	69·7	72·6	..
	{ Electric†.	83·6	..	..

* Excluding departmental.

† Excluding van goods and shunting (pick up) trains.

‡ Excluding Electric Multiple Unit Suburban trains.

§ Figures not available.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
<i>* Average train load—concl'd.</i>			
<i>Goods—cont'd.</i>			
7-06 Branch lines—Loaded wagons	22.8	21.4	—
7-07 Branch lines—Total	35.0	29.8	—
7-08 Percentage loaded of total	65.2	71.9	—
<i>Main and Branch Lines—</i>			
<i>Goods and proportion of mixed—</i>			
7-09 Net or freight weight	Steam . Electric†.	165.9 ..	43.9 ..
7-10 Gross weight (including weight of engine)	Steam . Electric†.	400.0 ..	164.4 ..
7-11 Gross weight (excluding weight of engine)	Steam . Electric†.	338.2 ..	111.8 ..
<i>*8. Light Running—</i>			
<i>Light engine miles per 100 train miles—</i>			
8-01 Passenger and proportion of mixed	1.83	0.79	—
8-02 Goods and proportion of mixed	6.12	2.70	—
<i>Light and assisting not required miles per 100 train miles—</i>			
8-03 Passenger and proportion of mixed	2.28	1.15	..
8-04 Goods and proportion of mixed	6.73	4.30	—
<i>*9. Shunting—</i>			
<i>Shunting miles per 100 train miles—</i>			
9-01 Passenger and proportion of mixed	5.54	5.04	—
9-02 Goods and proportion of mixed	36.4	31.7	—
9-03 Wagon miles per shunting engine hour	616	523	—
<i>10 Efficiency—</i>			
10-01 Wagon miles per engine hour	210	166	—
10-02 Net ton miles per engine hour	1,823	830	—
10-03 Gross ton miles per engine hour	4,472	2,120	—
<i>11. Engines and Engine Usage—</i>			
11-01 Average authorised stock	Steam . Electric†.	2,742 ..	306 ..
11-02 Average total number on line	Steam . Electric†.	2,778 ..	288 ..
11-03 Average number available for use	Steam . Electric†.	2,372 ..	232 ..
11-04 Actual number in good repair stored in any one month.	Maximum No. . Minimum No. .	221 106	15 4
(a) 11-05 Engine miles per day per engine on line	Steam . Electric†.	62 ..	48 ..
11-06 Net ton miles per goods locomotive day on line	Steam . Electric†.	5,951 ..	1,332 ..
11-07 Net ton miles per goods locomotive day in use.	Steam . Electric†.	10,658 ..	2,517 ..

* Excluding departmental.

(a) Including departmental.

(b) Including weight of engine.

† Excluding Electric Multiple Unit Suburban trains.

* Combined figures for steam and electric.

**Locomotive days of shunting engines are wholly charged to steam as the shunting operations both for Steam and Electric trains are performed by steam engines.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' 0" Gauges.
(a) 12. <i>Density.</i> —			
12-01 Passenger miles per running track mile per annum	480,782	342,719	89,930
12-02 Passenger miles per route mile per annum	557,523	348,217	89,930
12-03 Net ton miles per running track mile per annum	596,988	212,719	36,177
12-04 Net ton miles per route mile per annum	692,278	216,132	36,177
(b)			
12-05 Gross ton miles per running track mile per annum	2,459,805	977,973	302,158
(b)			
12-06 Gross ton miles per route mile per annum	2,852,434	993,663	302,158
12-07 Train miles per running track mile per day	11.4	9.17	5.61
13. <i>Repair of Rolling stock.</i> —			
(a) <i>Engines.</i> —			
Average number under or awaiting repairs (daily)			
In Mechanical workshops—			
13-01 Number { Steam	297	135	17
Electric†	1	..	..
13-02 Percentage of item 13-01 to average number on line. { Steam	5.06	4.86	5.90
Electric†	1.54	**2.75	..
In sheds and transportation workshops—			
13-03 Number { Steam	764	264	36
Electric†	5	..	..
13-04 Percentage of item 13-03 to average total No. on line { Steam	13.0	9.50	12.5
Electric†	7.69	..	..
* <i>Coaching Stock.</i> —			
Average number under or awaiting repairs (daily)—			
In Mechanical Workshops—			
13-05 Passenger carriages	796	540	30
13-06 Other coaching vehicles	255	62	4
13-07 Percentage of item 13-05 to average total No. on line	8.15	6.99	3.36
13-08 Percentage of item 13-06 to average total No. on line	7.76	5.59	4.40
In sick lines and transportation Workshops—			
13-09 Passenger carriages	214	101	28
13-10 Other coaching vehicles	44	11	2
13-11 Percentage of item 13-09 to average total number on line	2.19	1.31	3.14
13-12 Percentage of item 13-10 to average total number on line	1.34	0.99	2.20
* <i>Goods Stock.</i> —			
Average number of unserviceable wagons daily—			
In Mechanical Workshops—			
13-13 Number	1,069	924	43
13-14 Percentage of item 13-13 to average No. on line	1.37	1.38	0.69
In sick lines and transportation Workshops—			
13-15 Number	9,281	832	176
13-16 Percentage of item 13-15 to average number on line	6.48	1.25	2.82
<i>Hot boxes.</i> —			
13-17 Coaching vehicles—Number. (Monthly)	83	94	3
13-18 Wagons—Number. (Monthly)	2,227	461	8

(a) Including Departmental.

* Excluding Departmental.

† Excluding Electric Multiple Unit Suburban trains

(b) Including weight of engine.

**The presence of this figure in the absence of the figure of which it is a Percentage is due to the latter being less than half.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' 0" Gauges.
14. Coal consumption for locomotive services—			
Number of tons of fuel consumed—			
(a) 14-01 Foreign coal	..	..	..
(a) 14-02 Indian coal	4,241,603	1,270,738	120,636
(a) 14-03 Wood	4,809	17,749	172
(a) 14-04 Oil fuel	64,512	21	1
(a) 14-05 Total (in terms of coal)	4,360,821	1,277,872	120,705
Passenger and Mixed—			
*14-06 Total net tons of coal consumed	1,863,053	744,114	79,094
Goods—			
*14-07 Total net tons of coal consumed—Goods service	1,814,609	357,342	33,061
*14-08 Total net tons of Shunting (including siding)	512,050	108,383	4,730
14-09 Total net tons of Departmental	149,515	58,461	2,834
14-10 Total tons of coal used on all locomotive Services (c)	4,360,821	1,277,872	120,705
*14-11 Lbs. per engine mile (shunting including siding)	64.6	35.9	..
Lbs. of coal consumed per 1,000 gross ton miles (b)—			
*14-12 Passenger and proportion of mixed	163.5	192.3	402.1
*14-13 Goods and proportion of mixed	125.3	148.5	412.7
15. Oil consumption—			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15-01 Total pints (Passenger and Mixed)	5,706,468	2,270,295	329,388
15-02 Total pints (Goods trains)	3,628,600	906,401	
15-03 Pints per 100 engine miles (Passenger and Mixed)	8.37	5.88	7.18
15-04 Pints per 100 engine miles (Goods)	9.21	6.71	
Lubricating oil used on coaching, goods and departmental vehicles—			
15-05 Total pints	4,771,479	1,621,692	..
15-06 Pints per 1,000 vehicle miles	1.67	1.27	..

(a) Including Departmental. * Excluding Departmental. (b) Including weight of engines.
(c) Including fuel used on steam coaches, internal combustion coaches and other miscellaneous services.

SECTION B.

FINANCIAL AND STATISTICAL
STATEMENTS.

FINANCIAL STATEMENTS.

1. Statement of Net Revenue Receipts of State-owned Railways for the year 1931-32 and of the per Government after meeting all charges against the

Class and name of Railway.	Capital at charge on 31st March 1932.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. (Col. 3 x 100) Col. 2
1	2	3	4
Central.			
State Lines worked by the State.			
1. Aden		—4,50	..
2. Eastern Bengal	51,34,71	80,41	1.57
3. East Indian (including South Bihar)	1,47,23,75	5,98,47	4.06
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	1,13,83,69	3,26,40	2.87
5. North Western (Military)	34,53,05	—49,80	—1.44
6. Great Indian Peninsula	1,17,87,89	2,85,60	2.42
7. Coal Department	1,00,17	..	..
8. Burma	35,80,36	87,38	2.44
9. TOTAL	5,01,63,62	13,23,96	2.64
State Lines worked by Companies or Indian States.			
10. Assam-Bengal	23,51,24	66,16	2.81
11. Bengal-Nagpur	76,77,25	1,11,92	1.46
12. Bezwada Extension including D. K. extension (N. S.)	44,40	—1,48	—3.33
13. Bombay, Baroda and Central India	73,26,81	4,11,88	5.62
14. Jodhpur-Hyderabad (British Section) (Jodhpur)	84,32	3,19	3.78
15. Lucknow-Bareilly (R. & K.)	2,45,34	16,84	6.86
16. Madras and Southern Mahratta	52,85,62	3,18,14	6.02
17. South Indian	42,17,22	2,25,29	5.05
18. Coonoor-Ootacamund (S. I.)	52,47		
19. Travancore (British Section) (S. I.)	54,50		
20. Travancore (Indian State Section) (S. I.)	1,38,58	77,61	7.83
21. Tirhoot (B. & N. W.)	9,91,34		
22. Contribution to Depreciation Fund on account of Company-worked lines and miscellaneous	..	—1,68,14	..
23. TOTAL	2,84,69,09	10,61,41	3.74
Miscellaneous items.			
24. Abandoned Projects, etc.	32,26	..	..
25. Other miscellaneous items	2,99,06	..	..
26. Deduct—Interest during construction	..	..	..
27. TOTAL	3,31,32	..	..
28. Total Central	7,89,64,03	23,85,37	3.02
Provincial.			
29. Assam (Jorhat)	13,22	..	..
30. United Provinces (Distillery siding)	1,39	..	..
31. Total Provincial	14,61	..	..
32. Grand Total	7,89,78,64	23,85,37	3.02

Note.—For State lines worked by companies the net revenue receipts and consequently the net gain or loss to Government as shown of wasting assets. The financial results on the basis of the amounts credited to the depreciation fund by debit to Revenue

centage of those figures on the Capital at Charge, on 31st March 1932 also of the net gain or loss to net Revenue Receipts. (In thousands of rupees).

CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVERNMENT, DIFFERENCE BETWEEN COLUMNS (3) AND (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9 × 100 Column 2	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
5	6	7	8	9	10	11
Central.						
State Lines worked by the State.						
..	—2	—2	..	4,48	..	1. Aden.
..	2,03,33	2,03,33	..	1,22,92	—2.39	2. Eastern Bengal.
..	6,22,33	6,22,33	..	23,86	—0.14	3. East Indian (including South Bihar).
..	4,84,80	4,84,80	..	1,58,40	—1.38	4. North Western (Commercial) including Delhi (New Capital) Ry. Works Scheme.
..	1,48,88	1,48,88	..	1,98,68	—6.75	5. North Western (Military).
..	4,63,35	4,63,35	..	1,77,75	—1.51	6. Great Indian Peninsula.
..	5,36	5,36	..	5,36	—5.35	7. Coal Department.
..	1,60,96	1,60,96	..	78,58	—2.06	8. Burma.
..	20,88,99	20,88,99	..	7,65,03	—1.53	9. Total.
State Lines worked by Companies or Indian States.						
80	95,50	96,30	..	30,14	—1.29	10. Assam-Bengal.
..	3,54,63	3,54,63	..	2,42,71	—3.16	11. Bengal Nagpur.
..	2,12	2,12	..	3,60	—8.11	12. Bezwada Extension [including D. K. extension (N. S.)]
11,34	2,87,79	2,99,13	1,12,75	..	1.54	13. Bombay, Baroda and Central India.
..	3,71	3,71	..	52	—0.62	14. Jodhpur-Hyderabad (British Section) (Jodhpur.)
84	9,57	10,41	6,43	..	2.62	15. Lucknow-Bareilly (R. & K.)
40,06	2,33,33	2,78,39	39,75	..	0.75	16. Madras and Southern Mahratta.
7,94	1,79,72	1,87,66	33,85	..	0.76	17. South Indian.
..	1,95	1,95				18. Coondor-Ootacamund (S. I.)
..	69	69				19. Travancore (British Section) (S. I.)
..	1,14	1,14	..	..	..	20. Travancore (Indian State Section) (S. I.)
3,21	36,66	39,87	37,74	..	0.38	21. Tirhoot (B. & N. W.)
..	..	..	..	1,68,14	..	22. Contribution to Depreciation Fund on account of Company-worked lines and miscellaneous.
64,19	12,11,81	12,76,00	..	2,14,59	—0.75	23. Total.
Miscellaneous items.						
..	1,07	1,07	..	1,07	—3.31	24. Abandoned Projects, etc.
..	17,98	17,98	..	17,98	—6.91	25. Other miscellaneous items.
..	13,21	13,21	13,21	..	..	26. Deduct—Interest during construction.
..	5,84	5,84	..	5,84	—1.76	27. Total.
64,19	33,66,64	33,70,83	..	9,85,46	—1.25	28. Total Central.
Provincial.						
..	50	50	..	50	—3.78	29. Assam (Jorhat).
..	8	8	..	8	—5.75	30. United Provinces (Distillery siding).
..	58	58	..	58	—1.97	31. Total.
64,19	33,07,22	33,71,41	..	9,86,04	—1.25	32. Grand Total.

against each individual railway are determined after taking into account the amount actually spent on replacements and renewal shown in the statement of financial results of the working of railways owned by the state appearing in Chapter II of Vol. I. of this Report.

*The total loss (Central) for the year is:—

Loss as per column 9 above	Rs.
Deduct.—Miscellaneous Railway Receipts	9,85,46
Government share of surplus profits from subsidized Companies	1,05,57
Add.—Miscellaneous Railway expenditure	14,75
	54,92

Net Loss .. 9,20,06

2 (a).—Statement of Capital at Charge of State-owned

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS. (STERLING CONVERTED INTO RUPEES @ 1s. 6d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total
1	2	3	4	5	6	7	8
<i>Central.</i>							
I.—STATE LINES WORKED BY THE STATE.							
(i) OPEN LINES.							
Aden	..	..	..	..	..	—4,52	—4,52
Eastern Bengal	..	5,28,82	15,14	4,25	14	—3,95	15,58
East Indian (including South Bihar)	—1,32	49,58,45	75,19	17,05	97	—56,90	36,31
Great Indian Peninsula (including Bhopal State).	..	49,09,94	35,34	44,92	1,87	—25,71	56,42
North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	..	12,59,60	66,37	14,87	1,15	—55,10	27,29
North Western (Military)	..	..	4,07	1,85	4	*—9,79	—3,83
Coal Department	..	..	24	..	..	1	25
Burma	..	..	14,61	11,77	2	—2,88	23,52
Total I (i)	—1,32	1,16,56,81	2,10,96	94,71	4,19	—1,58,84	1,51,02
(ii) NEW CONSTRUCTIONS.							
Eastern Bengal	..	..	34,95	..	2,92	—86	37,01
East Indian	..	..	69,31	..	5,85	—87	74,29
Great Indian Peninsula	..	..	4,24	88	78	..	5,90
North Western (Commercial)	..	..	26,68	—24	4,90	—3,62	27,72
North Western (Military)	..	..	51	..	11	—1	61
Burma	..	..	24,51	..	1,04	..	25,55
Total I (ii)	..	..	1,60,20	64	15,60	—5,36	1,71,08
II.—STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.							
(i) OPEN LINES.							
† { Assam-Bengal—I	..	..	—1	..	..	..	—1
† { Assam-Bengal—II	..	..	13,38	13,35	..	—51	26,22
Bengal-Nagpur	..	..	34,85	23,86	79	—23,53	35,97
Bezwada Extension (N. S.)	..	..	4	..	..	..	4
Bombay, Baroda and Central India . .	..	19,40,92	24,71	32,83	61	—16,82	41,33
Total Companies' Lines (Open lines)	..	..	..	..	..	..	..
Carried over	..	19,40,92	72,97	70,04	1,40	—40,86	1,03,55

* Includes (1) Campbellpur Reserve 15 and (2) Frontier Railway Reserve —3,03.

† For purposes of accounting, the capital is shown in two parts, in terms of the contract, with the Secretary of State dated the 26th April 1892.

Railways on the 31st March 1932.

(In thousands of rupees.)

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.	14	15
9	10	11	12	13	14	15
..	..	..	..	..	..	<i>Central.</i> I.—STATE LINES WORKED BY THE STATE. (i) OPEN LINES.
..	..	..	..	..	..	Aden.
29,71,21	12,24,88	1,41,76	72,59	44,10,44	49,39,26	Eastern Bengal.
49,49,93	35,45,12	1,32,25	2,64,46	88,91,76	1,38,50,21	East Indian (including South Bihar).
47,37,96	16,80,65	1,63,15	2,25,83	68,07,59	1,17,17,53	Great Indian Peninsula (including Bhopal State).
64,01,91	24,81,54	2,78,48	2,12,84	93,74,77	1,06,34,37	North Western (Commercial) in- cluding Delhi (New Capital) Railway Works Scheme.
23,21,08	5,07,05	1,19,13	(c) 1,22,65	30,69,91	30,69,91	North Western (Military).
98,64	..	..	1,53	1,00,17	1,00,17	Coal Department.
23,36,62	6,92,11	1,88,06	49,97	32,66,76	32,66,76	Burma.
2,38,17,35	1,01,31,35	10,22,83	9,49,87	3,59,21,40	4,75,78,21	Total I (i).
..	..	..	..	..	..	(ii) NEW CONSTRUCTIONS.
1,72,25	..	16,42	6,78	1,95,45	1,95,45	Eastern Bengal.
7,80,89	..	89,37	3,28	8,73,54	8,73,54	East Indian.
58,54	3,28	8,54	..	70,36	70,36	Great Indian Peninsula.
6,70,33	16,38	62,58	3	7,49,32	7,49,32	North-Western (Commercial).
3,47,33	..	35,81	..	3,83,14	3,83,14	North-Western (Military).
2,82,85	..	30,74	1	3,13,60	3,13,60	Burma.
23,12,19	19,66	2,43,46	10,10	25,85,41	25,85,41	Total I (ii).
..	..	..	..	..	..	II.—STATE LINES WORKED BY COM- PANIES OR BY INDIAN STATES.
..	..	..	..	..	..	(i) OPEN LINES.
59,45	..	..	..	59,45	59,45	Assam Bengal—I. }
14,07,03	4,68,59	1,45,48	27,49	20,48,59	20,48,59	Assam Bengal—II. }
42,19,61	26,05,75	2,70,54	1,02,71	71,98,61	71,98,61	Bengal Nagpur.
16,53	..	1,17	..	17,70	17,70	Bezwada Extension (N. S.).
36,54,01	14,09,47	1,77,58	1,44,83	53,85,89	73,26,81	Bombay, Baroda and Central India.
93,56,63	44,83,81	5,94,77	2,75,03	1,47,10,24	1,66,51,16	Total Companies' Lines (Open lines) Carried over.

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.
(c) Includes (1) Campbellpur Reserve 9,88 and (2) Frontier Railway Reserve 81,01.

Reserves.

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(In thousands of rupees.) 2 (a).—Statement of Capital at Charge of State-owned Railways

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS (STERLING CONVERTED INTO RUPEES @ 1s. 6d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (open lines)—Brought forward	..	19,40,92	72,97	70,04	1,40	—40,86	1,03,55
Jodhpur	..	..	57	..	..	—1	56
Lucknow-Bareilly (R. & K.)	..	..	1,23	35	..	—29	1,29
Madras and Southern Mahratta (excluding Mysore State).	..	17,47,74	41,86	25,32	2,29	—1,83	67,64
Dhone-Kurnool (N. S.)	..	..	62	..	..	—5,59	—4,97
South Indian	..	7,63,49	39,39	15,05	4,45	—2,04	56,85
Coonoor-Ootacamund (S. I.)	..	..	—4	60	..	..	56
Travancore (British Section) (S. I.)	..	..	3	5	..	..	8
Travancore (Indian State Section) (S. I.)	..	..	—24	4	..	..	—20
Tirhoot (B. & N. W.)	..	..	2,60	9,41	..	67	12,68
TOTAL II (i)	..	44,52,15	1,58,99	1,20,86	8,14	—49,95	2,38,04
II (ii)—New Constructions.							
† { Assam Bengal I	..	..	2,20	..	..	..	2,20
Assam Bengal II	..	..	6,52	..	86	—1,10	6,28
Bengal Nagpur	..	..	62,06	..	3,82	—19	65,69
Dhone-Kurnool Extension	..	..	15	..	..	—14	1
Madras and Southern Mahratta	..	..	87	..	3	—54	36
South Indian	..	..	41,95	..	2,70	—15,19	29,46
Tirhoot (Meshrak Thawe Extension)	..	..	1,95	1,68	14	—16	3,61
Total II (ii)	..	..	1,15,70	1,68	7,55	—17,32	1,07,61
III.—Miscellaneous Items.							
Abandoned Projects, etc.	..	..	..	..	..	..	..
Controller of Railway Accounts—Account Current.	..	..	1,25	..	..	..	1,25
Total III	..	..	1,25	..	..	..	1,25
Total Central I(i)—III	—1,32	1,61,08,96	6,47,10	2,17,89	35,48	—2,31,47	6,69,00
IV.—Provincial.							
Assam (Jorhat)	..	..	..	..	..	..	..
United Provinces (Distillery Siding)	..	..	..	..	..	..	..
Total IV.—Provincial	..	..	..	..	..	..	..
GRAND TOTAL I(i)—IV	—1,32	1,61,08,96	6,47,10	2,17,89	35,48	—2,31,47	6,69,00

† For purposes of accounting the capital, is shown in two parts, in terms of the contract, with the Secretary of State dated the 26th April 1892.

on the 31st March 1932—concl'd.

(In thousands of rupees.)

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
93,56.63	44,83.81	5,94.77	2,75.03	1,47,10.24	1,66,51.16	Total Companies' Lines (open lines) —Brought forward.
81.16	..	3.08	8	84.32	84.32	Jodhpur.
1,60.39	69.24	8.47	7.24	2,45.34	(a) 2,45.34	Lucknow-Bareilly (R. & K.).
21,06.54	9,90.39	1,49.81	79.71	33,26.45	50,74.19	Madras and Southern Mahratta (excluding Mysore State).
10.97	..	83	..	11.80	11.80	Dhone-Kurnool (N. S.).
17,17.80	7,65.52	1,02.63	76.73	26,62.68	34,26.17	South Indian.
30.18	19.23	3.06	..	52.47	52.47	Cooneer-Ootacamund (S. I.).
43.50	6.12	4.88	..	54.50	54.50	Travancore (British Section) (S. I.).
1,01.30	25.31	11.97	..	1,38.58	1,38.58	Travancore (Indian State Section) —(S. I.).
6,37.78	2,44.79	44.45	41.42	9,68.44	9,68.44	Tirhoot (B. & N. W.).
1,42,46.25	66,04.41	9,23.95	4,80.21	2,22,54.82	2,67,06.97	Total II (i).
						II (ii)—New Constructions.
37.62	..	..	..	37.62	37.62	Assam Bengal I. }
1,87.02	..	17.75	81	2,05.58	2,05.58	Assam Bengal II. } †
4,29.15	..	49.36	13	4,78.64	4,78.64	Bengal Nagpur.
13.81	..	1.09	..	14.90	14.90	Dhone-Kurnool Extension.
1,94.19	..	16.63	61	2,11.43	2,11.43	Madras and Southern Mahratta.
7,31.23	..	56.96	2.86	7,91.05	7,91.05	South Indian.
18.12	2.64	2.10	4	22.90	22.90	Tirhoot (Meshrak Thawe Extension).
16,11.14	2.64	1,43.89	4.45	17,62.12	17,62.12	Total II (ii).
						III.—Miscellaneous Items.
32.26	..	..	..	32.26	(c) 32.26	Abandoned Projects, etc.
2,43.75	..	(d) 55.03	28	2,99.06	2,99.06	Controller of Railway Accounts— Account Current.
2,76.01	..	55.03	28	3,31.32	3,31.32	Total III.
4,22,62.94	1,67,58.06	23,89.16	14,44.91	6,28,55.07	7,89,64.03	Total Central I (i)—III.
						IV.—Provincial.
7.43	4.70	41	68	13.22	13.22	Assam (Jorhat).
1.39	..	..	..	1.39	1.39	United Provinces (Distillery Siding).
8.82	4.70	41	68	14.61	14.61	Total IV.—Provincial.
4,22,71.76	1,67,62.76	23,89.57	14,45.59	6,28,69.68	7,89,78.64	GRAND TOTAL I (i)—IV.

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.

(a) Includes 81.72 on account of the expenditure met from Joint Debenture Stock and Companies over drafts brought over without financial adjustment.

(c) Distribution over minor heads is not available.

(d) Includes 54.77 on account of investment in share of Branch Line Companies.

(In thousands of rupees.)

2 (b).—Statement of Capital Outlay to the end of the

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES'						
OPEN LINES.		(A) Worked by the Branch				
Ahmadpur-Katwa	2' 6"	Nil	Nil	Nil	Nil	Nil
Bankura-Damodar River	"	1	Nil	Nil	9	10
Burdwan-Katwa	"	Nil	1	Nil	13	14
Futwah-Islampur	"	Nil	Nil	Nil	—5	—5
Kalighat-Falta	"	Nil	Nil	Nil	—2	—2
TOTAL 1-(A)	..	1	1	Nil	15	17
OPEN LINES.		(B) Worked by the				
Hardwar-Dehra (E. I.)	5' 6"	18	Nil	Nil	Nil	18
Chaparnukh-Silghat (A. B.)	3' 3½"	47	Nil	Nil	Nil	47
Katakhal Lalabazar (A. B.)	"	Nil	Nil	Nil	Nil	Nil
Dasghara-Jamalpurganj (Bengal Provincial)	2' 6"	Nil	Nil	Nil	Nil	Nil
Total 1-(B)	..	65	Nil	Nil	Nil	65
OPEN LINES.		2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE				
Amritsar-Patti (N. W.)	5' 6"	1	Nil	Nil	Nil	1
Hoshiarpur Doab (N. W.)—						
Jalandur-Mukerian (N. W.)	"	12	Nil	Nil	Nil	12
Phagwara-Rahon (N. W.)	"	10	Nil	Nil	Nil	10
Mandra-Bhaun (N. W.)	"	130	Nil	Nil	Nil	130
Sara-Sirajganj (E. B.)	"	1,17	Nil	Nil	Nil	1,17
Sialkot-Narowal (N. W.)	"	22	Nil	Nil	Nil	22
Tapti Valley (B., B. & C. I.)	"	—3	Nil	Nil	Nil	—3
Ahmedabad-Parantij (B., B. & C. I.)	3' 3½"	Nil	Nil	2	Nil	2
Champaner-Shivrajpur-Pani Light (B., B. & C. I.)	2' 6"	6	Nil	1	Nil	7
Dhond-Baramati (G. I. P.)	"	4	Nil	Nil	Nil	4
Ellichpur-Yeotmal (including Pulgaon-Arvj railway) (G. I. P.)	"	61	Nil	Nil	Nil	61
Godhra-Lunavada (B., B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Jacobabad-Kashmor (N. W.)	"	1	Nil	Nil	Nil	1
Khulna Bagerhat (E. B.)	"	5	1	Nil	Nil	6
Larkana-Jacobabad (N. W.)	"	4	Nil	Nil	Nil	4
Mayurbhanj (B. N.)	"	Nil	Nil	Nil	Nil	Nil
Nadiad Kapadvanj (B., B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Pachora-Jamner (G. I. P.)	"	—2	Nil	Nil	Nil	—2
Darjeeling-Himalayan Extensions	2' 0"	3	Nil	Nil	Nil	3
TOTAL (2)	..	3,71	1	3	Nil	3,75

year 1931-32 of other than State-owned Railways.

(In thousands of rupees.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					OPEN LINES.
Line Company.					
16.49	2.41	1.85	2	20.77	Ahmadpur-Katwa.
30.26	5.59	3.66	78	40.29	Bankura-Damodar River.
14.58	3.62	1.62	66	20.48	Burdwan-Katwa.
15.39	2.70	1.32	5	19.46	Futwah-Islampur.
15.07	6.98	1.62	64	24.31	Kalighat-Falta.
91.79	21.30	10.07	2.15	1,25.31	TOTAL 1-(A).
					OPEN LINES.
Main Line.					
30.22	NH	4.41	NH	34.63	Hardwar-Dehra (E. I.).
32.59	NH	1.72	NH	34.31	Chaparmukh-Silghat (A. B.).
15.73	NH	1.39	NH	17.12*	Katahal-Lalabazar (A. B.).
2.01	1.17	19	NH	3.37	Dasghara-Jamalpurganj (Bengal Provincial).
80.55	1.17	7.71	NH	89.43	TOTAL 1-(B).
TERMS WORKED BY THE MAIN LINE.					OPEN LINES.
34.19	NH	2.04	NH	36.23	Amritsar-Patti (N. W.).
					Hoshiarpur-Deob (N. W.)--
33.48	NH	2.77	NH	36.25	Jullundur-Mukerian (N. W.).
26.16	NH	2.46	NH	28.56	Phagwara-Rahon (N. W.).
23.17	NH	3.13	NH	26.30	Maudra-Bhaun (N. W.).
88.56	NH	5.82	NH	95.38	Sara-Siraganj (E. B.).
27.33	NH	2.41	NH	29.74	Sialkot-Narowal (N. W.).
1,25.96	NH	10.68	NH	1,36.64	Tapti Valley (B., B. & C. I.).
34.03	3	4.00	NH	38.06	Ahmedabad-Parantij (B., B. & C. I.).
11.25	6.38	3.43	NH	21.06	Champaber-Shivrajpur-Pani Light (B., B. & C. I.).
8.41	2.33	1.85	NH	12.59	Dhend-Baramati (G. I. P.).
58.81	18.20	15.10	NH	92.11	Ellichpur-Yeotmal (including Palgaon Arvi railway) (G. I. P.).
8.94	1.80	3.42	NH	14.16	Godhra-Lunavada (B., B. & C. I.).
17.42	5.29	1.67	NH	24.38	Jacobabad-Kashmor (N. W.).
6.72	1.29	79	NH	8.80	Khulna-Bagerhat (E. B.).
20.16	6.73	3.56	NH	30.45	Larkana-Jacobabad (N. W.).
24.12	58	NH	NH	24.70	Mayurbhanj (B. N.).
8.84	4.73	2.72	NH	16.29	Nadiad Kapadvanj (B., B. & C. I.).
12.02	2.02	3.77	NH	17.81	Pachora-Jamner (G. I. P.).
41.58	6.70	9.54	NH	57.82	Darjeeling-Himalayan Extensions.
6,12.15	56.08	79.10	NH	7,47.33	TOTAL (2).

* Includes Rs. 1,13,000 direct outlay by the Managing Agents.

(In thousands of rupees.)

2 (b).—Statement of Capital Outlay to the end of the

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.

OPEN LINES.

3. BRANCH LINE COMPANIES' RAILWAYS UNDER

Jamnagar and Dwarka	3' 3½"	13	Nil	Nil	Nil	13
Mymensingh-Bhairab Bazar (A. B.)	"	15	Nil	Nil	Nil	15
Total (3)	..	28	Nil	Nil	Nil	28

4. COMPANIES' LINES SUBSIDIZED BY THE

OPEN LINES.

Bengal and North-Western	13' 3½"	10,92	2,25	Nil	11	13,28
Bengal Doonars Extensions*	"	30	4	Nil	—18	16
Mirpur Khas, Khadro* (Jodhpur)	"	1	Nil	Nil	Nil	1
Rohilkund and Kumaon	"	96	56	Nil	Nil	1,52
Barsi Light*	2' 6"	81	—6	2	—11	66
Dehri-Rohtas Light	"	Nil	Nil	Nil	—7	—7
Shahdara (Delhi)-Saharanpur Light*	"	8	Nil	Nil	—29	—26
Matheran Light*	2' 0"	Nil	8	Nil	Nil	8
TOTAL (4)	..	13,03	2,87	2	—54	15,38

5. COMPANIES' LINES SUBSIDIZED

OPEN LINES.

Dibru-Sadiya	3' 3½"	75	79	Nil	Nil	1,54
Darjeeling-Himalayan	2' 0"	4	Nil	Nil	—45	—41
TOTAL (5)	..	79	79	Nil	—45	1,13

OPEN LINES.

6. UNASSISTED

Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3' 3½"	Nil	Nil	Nil	Nil	Nil
Bengal Provincial	2' 6"	3	Nil	Nil	—2	1
Jessore Jhenidah	"	—1	—8	Nil	Nil	—9
Jagadhri Light	2' 0"	Nil	Nil	Nil	Nil	Nil
Kulasekarapatnam Light.	"	—23	Nil	Nil	Nil	—23
Trivellore Light	"	Nil	Nil	Nil	Nil	Nil
TOTAL (6)	..	—21	—8	Nil	—2	—31

* Receives land only from Government.

year 1931-32 of other than State-owned Railways—contd.

(In thousands of rupees.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	13
					OPEN LINES.

GUARANTEE AND REBATE TERMS.

60.73	3.04	2.56	2.00	68.33	Jamnagar and Dwarka.
1,15.69	Nil	7.00	Nil	1,22.69	Mymensingh-Bhairab Bazar (A. B.).
1,76.42	3.04	9.56	2.00	1,91.02	Total (3)

GOVERNMENT OF INDIA.

					OPEN LINES.
18,21.16	2,60.64	82.31	6.48	11,70.59	Bengal and North-Western.†
92.71	16.05	7.81	6.13	1,22.70	Bengal Doonars Extensions*.
8.00	Nil	58	Nil	8.58	Mirpur Khas-Khadro* (Jodhpur).
1,32.93	52.85	11.99	Nil	1,97.77	Rohilkund and Kumaon.
1,26.12	49.15	7.82	2.89	1,85.98	Barsi Light*.
7.59	3.85	41	72	12.57	Dehri-Rohitas Light.
30.45	13.75	4.86	89	49.95	Shahdara (Delhi)-Saharanpur Light*.
†11.95	25	Nil	Nil	12.20†	Matheran Light*.
12,30.91	* 3,96.54	1,15.78	17.11	17,60.34	Total (4)
					OPEN LINES.

BY LOCAL GOVERNMENTS.

73.24	60.94	18.18	1.50	1,53.86	Dibru-Sadiya.
32.53	12.50	2.78	3.10	50.91	Darjeeling-Himalayan.
1,05.77	73.44	20.96	4.60	2,04.77	Total (5)

COMPANIES' LINES.

					OPEN LINES.
16.94	Details not available			16.94	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8.80	2.76	1	36	11.93	Bengal Provincial.
**11.18	1.44	1	Nil	12.63	Jessore Jhenidah.
62	44	12	Nil	1,18	Jagadhri Light.
3.20	1.99	3	Nil	5.22	Kulasekarapatnam Light.
39	68	9	Nil	1,16	Trivellore Light.
41.13	7.31	26	36	49.06	Total (6)

† Includes 11.95 being the capital outlay to the end of 1927-28, the details of which are not available.

‡ Includes 4 on account of survey.

** Includes 10.00 being the lump sum amount fixed by the Railway Board in accordance with the agreement dated 14th January 1930, with the Secretary of State, the details of which are not available.

(In thousands of rupees.)

2 (b).—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.
7. DISTRICT						
OPEN LINES.						
Tenali-Repalle (M. & S. M.)	5' 6"	4	Nil	Nil	Nil	4
Bezwada-Masulipatam (M. & S. M.)	3' 3½"	25	Nil	Nil	Nil	25
Podanur-Pollachi (S. I.)	"	13	Nil	Nil	Nil	13
Tinnevely-Tiruchendur (S. I.)	"	14	Nil	Nil	Nil	14
TOTAL (7)	..	56	Nil	Nil	Nil	56

8. COMPANIES' LINES SUBSIDIZED BY						
OPEN LINES.						
Bengal Dooars	3' 3½"	8	3	Nil	Nil	11
Arrah-Sasaram Light	2' 6"	—11	11	Nil	—8	—8
Baraset-Basirhat Light	"	Nil	Nil	Nil	—9	—9
Bukhtiarpur-Bihar Light	"	Nil	20	Nil	—5	15
Tezpur-Balipara Light	"	Nil	Nil	Nil	Nil	Nil
Howrah-Amta Light	2' 0"	—1	Nil	Nil	—82	—83
Howrah Sheakhala Light	"	3	35	Nil	—21	17
TOTAL (8)	..	—1	69	Nil	—125	—57

1931-32 of other than State-owned Railways (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	13
BOARD LINES.					OPEN LINES.
14,79	<i>Nil</i>	1,14	<i>Nil</i>	15,93	Tenali-Repalle (M. & S. M.).
22,62	<i>Nil</i>	1,59	<i>Nil</i>	24,21	Bezawada-Masulipatam (M. & S. M.).
9,53	7,03	1,28	<i>Nil</i>	17,84	Podanur-Pollachi (S. I.).
24,65	<i>Nil</i>	2,23	<i>Nil</i>	26,88	Tinnevely-Tiruchendur (S. I.).
71,59	7,03	6,24	<i>Nil</i>	84,86	TOTAL (7)

DISTRICT BOARDS.					OPEN LINES.
30,68	7,32	2,53	<i>Nil</i>	41,53	Bengal Doocars.
18,66	6,24	11	8	25,09	Arrah-Sasaram Light.
19,09	6,30	<i>Nil</i>	15	25,54	Baraset-Basirhat Light.
10,54	4,45	<i>Nil</i>	27	15,26	Bukhtiarpur-Bihar Light.
3,20	1,60	7	<i>Nil</i>	4,87	Tezpur-Balipara Light.
18,01	11,95	<i>Nil</i>	1,89	31,85	Howrah-Amta Light.
4,99	3,01	<i>Nil</i>	55	8,55	Howrah Sheakhala Light.
1,05,17	40,87	3,71	2,94	1,52,69	TOTAL (8)

2 (b).—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.
(a) OPEN LINES.		9. INDIAN STATE LINES WORKED				
Nizam's State †	5' 6"	†10,81	8,84	5	—2,41	17,29
Bhavnagar State	3' 3½"	98	3,70	Nil	—1,17	3,51
Bikaner State	"	4,54	1,88	36	82	7,60
Gondal	"	6,36	1,48	Nil	—1,19	6,65
Jetalsar-Kajkot (Gondal)	"	1,64	Nil	Nil	57	2,21
Jodhpur	"	1,86	104	1	—66	2,25
Junagad State	"	23	—19	Nil	—2,05	—1,92
Khijadiya-Dhari (Gondal)	"	Nil	Nil	Nil	Nil	Nil
Morvi	"	142	22	Nil	3	1,67
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar and Shimoga-Ragi Kosahalli Sections).	"	8,98	2,00	67	—2,26	9,39
Porbandar State	"	5	1	Nil	1	7
Udaipur-Chitorgarh	"	19	Nil	Nil	—5	14
Bodeli-Chhota Udaipur (Gaekwar's Baroda State)	2' 6"	1	Nil	1	Nil	2
Outch State	"	55	10	7	Nil	72
Dholpur State* †	"	9	Nil	Nil	Nil	9
Gaekwar's Baroda State	"	1,00	30	Nil	—24	1,06
Kolar District	"	2	34	Nil	Nil	36
Gwalior Light	2' 0"	—31	Nil	Nil	Nil	—31
Tarikere-Narasimharajapura Light (Mysore)	"	8	5	1	Nil	14
TOTAL (a)	..	38,50	19,86	118	—860	50,94
(b) LINES UNDER CONSTRUCTION.						
Vikarabad Bidar Extension (Nizam's State)	5' 6"	19,75	Nil	220	16,82	38,77
Tahsil Bhadra to Sadulpur (Bikaner State)	3' 3½"	Nil	Nil	Nil	Nil	Nil
Ragihosahalli to Arasalu (Mysore)	"	Nil	Nil	Nil	Nil	Nil
Jalore-Bhimmal, Phalodi-Pokran (Jodhpur)	"	1,27	Nil	8	Nil	1,35
Prachi Road to Una extension (Junagad State)	"	4	Nil	Nil	Nil	4
Visavadar-Dhari extension (Junagad State)	"	2,87	Nil	14	2,31	5,32
Mauli Kankroli and Kankroli-Kambli Rlys. (Udaipur-Chitorgarh Rly.)	"	†12,73	..	..	..	12,73
Dholpur to Rajakhara (Dholpur State)	2' 6"	Nil	Nil	Nil	Nil	Nil
Mahuva Anaval (Gaekwar's Baroda State)	"	Nil	Nil	Nil	Nil	Nil
Navsari to Kamrej (Gaekwar's Baroda State)	"	Nil	Nil	Nil	Nil	Nil
TOTAL (b)	..	36,66	Nil	2,42	19,13	58,21
TOTAL (9) [a+b]	..	75,16	19,86	3,60	10,53	1,09,15

* The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Barauli Section.

† Includes figures for Metre Gauge.

‡ The total figure; details not being available.

1931-32 of other than State-owned Railways (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					PARTICULARS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	13

BY INDIAN STATES.

9,46,49	2,69,59	78,00	31,16	\$13,25 24	(a) OPEN LINES, Nizam's State.†
1,55,25	52,14	7,51	2,57	2,17,47	Bhavnagar State.
2,59 01	90,50	5,53	6,87	3,61,91	Bikaner State.
64,43	32,52	2,48	4,77	1,04,20	Gondal.
25,07	Nil	90	88	26,85	Jetalsar-Rajkot (Gondal).
2,18,61	1,63,42	1,83	12,51	3,96,37	Jodhpur.
78,12	25,08	2,91	6,34	1,12,45	Junagad State.
18,54	Nil	1,65	2	20,21	Khijadiya-Dhari (Gondal).
48,03	29,99	1,76	2,37	82,16	Morvi.
2,15,36	75,80	19,31	5,58	3,16,05	Mysore (including Birur-Shimoga, Chickajalur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere, Nanjangud-Chamarajangar and Shimoga-Ragihosahalli Sections). Purbandar State.
14,54	11,27	83	1,61	28,25	Udaipur-Chittorgarh.
18,50	8,62	1,11	74	28,97	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
9,36	Nil	1,19	Nil	10,55	Cutch State.
14,14	2,76	2,00	Nil	18,90	Dholpur State.*
11,50	4,35	51	Nil	16,36	Gaekwar's Baroda State.
2,20,95	51,98	20,11	7,69	3,00,73	Kolar District.
14,42	10,78	1,50	17	26,87	Gwalior Light.
83,07	10,33	4,55	Nil	97,95	Tarikere-Narasimharajapura Light (Mysore).
9,08	2,76	76	-2	12,58	
24,24,47	8,41,89	1,54,44	83,26	35,04,06	Total (a).
21,13	Nil	2,67	17,00	40,80	(b) LINES UNDER CONSTRUCTION.
71	Nil	Nil	Nil	71	Vikarabad Bidar Extension (Nizam's State).
5,24	Nil	82	Nil	6,06	Tahsil Bhaira to Sadulpur (Bikaner State).
49,72	Nil	1,55	Nil	51,27	Ragihosahalli to Arasalu (Mysore).
3,17	Nil	50	Nil	3,67	Jalore-Bhimmal, Phalodi-Pokran (Jodhpur).
2,87	Nil	14	2,31	5,32	Prachi Road Una extension (Junagad State).
†44,91	..	..	..	44,91	Visavadar Dhari Extension (Junagad State).
96	Nil	7	Nil	1,03	Mauli Kankroli and Kankroli-Kambli Rlys. (Udaipur-Chittorgarh Rly.).
8	Nil	Nil	Nil	8	Dholpur to Rajakhara (Dholpur State).
3	Nil	Nil	Nil	3	Mahuva Anava (Gaekwar's Baroda State).
1,28,82	Nil	5,75	19,31	1,53,88	Navsari to Kamrej (Gaekwar's Baroda State).
25,53,29	8,41,89	1,60,19	1,02,57	36,57,94	Total (b).
					Total (a + b).

* Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the line formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

† The total figure; details not being available.

2 (b).—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.
(a) OPEN LINES.		10. INDIAN STATE LINES				
Bhopal Itarsi* (G. I. P.)	5' 6"	Nil	Nil	Nil	Nil	Nil
Bhopal Ujjain (G. I. P.)	"	35	Nil	Nil	Nil	35
Bina-Goona-Baran (G. I. P.)	"	—8	Nil	Nil	Nil	—8
Jammu and Kashmir (Indian State section) (N. W.)	"	2	Nil	Nil	Nil	2
Jind-Panipat (Indian State section) (N. W.)	"	Nil	Nil	Nil	Nil	Nil
Khanpur-Chachran (N. W.)	"	Nil	Nil	Nil	Nil	Nil
Bahawalnagar Cholistan (N. W.)	"	—53	Nil	68	—6	9
Ludhiana-Dhuri-Jakhal (N. W.)	"	15	Nil	Nil	Nil	15
Nagda-Ujjain (B. B. & C. I.)	"	4	Nil	Nil	Nil	4
Petlad-Cambay (Anand-Tarapur section) (B. B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Petlad-Cambay (Tarapur-Cambay section) (B. B. & C. I.)	"	1	Nil	Nil	Nil	1
Rajpura-Bhatinda (N. W.)	"	34	Nil	Nil	Nil	34
Sirhind Rupar (N. W.) †	"	1	Nil	Nil	Nil	1
Bangalore-Harihar (M. & S. M.)	3' 3½"	36	4,45	Nil	2,16	6,97
Cooch Behar State (E. B.)	"	—1	Nil	Nil	Nil	—1
Dhrangadra (B. B. & C. I.)	"	1	Nil	Nil	Nil	1
Gackwar's Mehsana (B. B. & C. I.)	"	1,65	Nil	17	Nil	1,82
Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil
Jaipur State (B. B. & C. I.)	"	2	Nil	Nil	Nil	2
Kolhapur State (M. & S. M.)	"	2	Nil	Nil	Nil	2
Okhamandal (Jamnagar and Dwarka)	"	12	8	Nil	—14	6
Palanpur-Deesa † (B. B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	"	5	2	Nil	Nil	7
Jamnagar (Jamnagar and Dwarka)	"	54	35	Nil	—1,80	—91
Sangli State (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil
Shoranur-Cochin (S. I.)	"	22,03	42	83	—6	23,22
Parlakimedi Light (B. N.)	2' 6"	42	78	10	Nil	1,30
Piplod Devgad Baria (B. B. & C. I.)	"	6	2	1	Nil	9
Rajpipla State (B. B. & C. I.)	"	1	11	Nil	Nil	12
TOTAL (a)	..	25,59	6,23	1,79	10	33,71
(b) LINES UNDER CONSTRUCTION.						
Wagrod to Khareda (B. B. & C. I.)	3' 3½"	Nil	Nil	Nil	Nil	Nil
TOTAL (b)	..	Nil	Nil	Nil	Nil	Nil
TOTAL (10) [=a + b]	..	25,59	6,23	1,79	10	33,71

* A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.

† This line is owned jointly by the Government and the Palanpur Durbar and the expenditure shown against it in this statement represents the outlay incurred by the Durbar.

‡ Includes expenditure incurred by the Patiala Darbar.

1931-32 of other than State-owned Railways (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					(a) OPEN LINES.
50,00	Nil	Nil	Nil	50,00	Bhopal Itarsi* (G. I. P.)
74,76	Nil	6,96	Nil	81,72	Bhopal Ujjain (G. I. P.)
93,67	18	8,24	Nil	1,02,09	Bina-Goonabaran (G. I. P.)
10,67	Nil	60	Nil	11,27	Jammu and Kashmir (Indian State section) (N. W.)
15,97	Nil	1,73	Nil	17,70	Jind-Panipat (Indian State section) (N. W.)
13,46	Nil	88	Nil	14,34	Khanpur-Chachran (N. W.)
82,65	Nil	9,63	Nil	92,28	Bahawalnagar Cholistan (N. W.)
46,73	Nil	2,29	Nil	49,02	Ludhiana-Dhuri-Jakhal (N. W.)
20,99	Nil	1,72	Nil	22,71	Nagda-Ujjain (B. B. & C. I.)
13,53	Nil	81	10	14,44	Petlad-Cambay (Ad. T. pur sec.) (B. B. & C. I.)
9,02	Nil	32	Nil	9,34	Petlad-Cambay (T. pur-Caby. sec.) (B. B. & C. I.)
76,69	Nil	2,69	Nil	79,38	Rajpura-Bhatinda (N. W.)
29,47	Nil	2,08	Nil	31,55	Sirhind Rupar (N. W.)†
1,16,79	48,74	5,52	4,97	1,76,02	Bangalore-Harihar (M. & S. M.)
19,78	1,03	94	Nil	21,75	Cooch Behar State (E. B.)
14,30	4	66	Nil	15,00	Dhrangadra (B. B. & C. I.)
1,12,09	65	9,33	Nil	1,22,07	Gaekwar's Mehsana (B. B. & C. I.)
24,52	Nil	1,44	Nil	25,96	Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.)
72,93	Nil	3,40	1,02	77,35	Jaipur State (B. B. & C. I.)
22,39	Nil	1,21	Nil	23,60	Kolhapur State (M. & S. M.)
25,12	14,20	2,04	1,03	42,39	Okhamandal (Jamnagar and Dwarka)
1,85	Nil	Nil	Nil	1,85	Palanpur-Deesa† (B. B. & C. I.)
43,70	5,76	4,25	Nil	†53,71	Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)
29,79	16,58	95	2,94	50,26	Jamnagar (Jamnagar and Dwarka)
1,95	Nil	10	Nil	2,05	Sangli State (M. & S. M.)
75,28	19,06	4,69	48	99,51	Shoranur-Cochin (S. I.)
17,46	4,90	2,17	Nil	24,53	Parlakimedi Light (B. N.)
5,53	2,76	61	Nil	8,90	Piplod Devgad Baria (B. B. & C. I.)
14,61	2,91	1,19	Nil	18,71	Rajpipla State (B. B. & C. I.)
11,35,70	1,16,81	76,45	10,54	13,39,50	TOTAL (a)
2	Nil	Nil	Nil	2	(b) LINES UNDER CONSTRUCTION.
2	Nil	Nil	Nil	2	Wagrod to Khareda (B. B. & C. I.)
2	Nil	Nil	Nil	2	TOTAL (b)
11,35,72	1,16,81	76,45	10,54	13,39,52	TOTAL (10) [=a+b]

† Excludes the capital outlay on Chakal-Tambanur extension opened for traffic on 4th November 1931.

2 (b).—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.

11. COMPANIES' LINE

OPEN LINES.						
Bangalore-Chick Ballapur Light (Mysore)	2' 6"	3	17	Nil	Nil	20
TOTAL (11)	..	3	17	Nil	Nil	20

12. LINES IN FOREIGN TERRITORY WORKED

OPEN LINES.						
Peralam-Karaikkal (S. I.)	3' 3½"	Nil	Nil	Nil	Nil	Nil
Pondicherry (S. I.)	"	Nil	Nil	Nil	Nil	Nil
West of India Portuguese (M. & S. M.)	"	‡434	..	..	..	434
TOTAL (12)	..	‡434	Nil	Nil	Nil	434
13. TOTAL (1) TO (12).	..	1,23,93	30,55	5,44	8,52	1,68,44
14. Miscellaneous	..	Nil	Nil	Nil	Nil	Nil
15. Grand Total	..	1,23,93	30,55	5,44	8,52	1,68,44

‡ Represents total figure, the details being not available.

1931-32 of other than State-owned Railways (In thousands of rupees)—concl'd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	

GUARANTEED BY INDIAN STATES.

					Open Lines.
8,43	5,60	1,77	NH	15,80	Bangalore-Chick Ballapur Light. (Mysore).
8,43	5,60	1,77	NH	15,80	TOTAL (11)

BY BRITISHINDIAN RAILWAY COMPANIES.

					Open Lines.
6,11	NH	1,16	NH	7,26	Peralam Karaikkal (S. I.)
5,37	NH	36	NH	5,73	Pondicherry (S. I.)
12,15,68	..	..	..	2,15,68	West of India Portuguese (M. & S. M.)
2,27,16	NH	1,51	NH	2,28,67	TOTAL (12)
64,40,08	15,71,08	4,93,31	1,42,27	86,46,74	13. TOTAL (1) TO (12)
8,23	NH	64	NH	*8,87	14. Miscellaneous.
64,48,31	15,71,08	4,93,95	1,42,27	86,55,61	15. Grand Total.

Rs.

*Made up of outlay by Forest Department on the Alnavar-Dandoli Railway

... .. 8,87

† Represents the total figure, details being not available.

3.—Statement of Gross Revenue Receipts, Working Expenses and Net

Class and Name of Railway. 1	GROSS REVENUE RECEIPTS.						WORKING		
	For the system.			Deduct		Gross receipts of Budget lines (Cols. 4—5—6).	For the		
	Earnings.	Suspense.	Total (Cols. 2 and 3).	Re-funds of Budget lines.	Total Non-Budget Lines including refunds.		Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Fund.
	2	3	4	5	6	7	8	9	10
STATE LINES WORKED BY THE STATE.									
Aden	..	..	..	..	..	..	4,41	—1,11	..
East Indian	17,42,13	81	17,42,94	8	7,21	17,35,65	9,06,26	1,37,42	2,35,19
Eastern Bengal	5,14,71	2,55	5,17,26	64	11,55	5,05,07	3,33,47	82,78	95,95
North Western	15,19,93	2,43	15,22,36	1,62	55,55	14,65,19	9,43,29	1,59,48	2,76,44
Great Indian Peninsula	12,16,65	12,53	12,29,18	2,46	34,41	11,92,31	7,32,21	99,57	1,94,38
Burma	3,74,12	4	3,74,36	62	..	3,73,84	2,32,21	24,64	52,64
Total	53,67,54	18,56	53,86,10	5,32	1,08,72	52,72,06	31,51,85	5,02,78	8,54,60
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.									
Assam-Bengal	1,90,53	4,05	1,94,58	27	9,87	1,84,44	1,12,78	9,45	..
Bengal-Nagpur	7,24,01	1,39	7,25,40	1,03	70	7,23,67	4,84,97	1,28,33	..
Bezwada Extension and Dhone Kurnool	12,90	..	12,90	..	..	12,90	6,44	7,94	..
Bombay, Baroda and Central India	10,98,10	8,58	11,01,68	2,12	72,86	10,29,70	5,86,12	70,27	..
Jodhpur-Hyderabad (British Section) (Jodhpur).	20,69	—1,28	19,41	4	97	18,40	14,53	87	..
Lucknow-Bareilly (R. & K)	62,01	27	62,28	9	27,35	34,84	30,06	2,21	..
Madras and Southern Mahratta (excluding Mysore State).	7,91,99	27	7,92,26	1,23	76,32	7,14,71	3,73,57	63,64	..
South Indian (including Travancore)	5,63,15	1,01	5,64,16	93	32,63	5,30,60	2,80,65	42,75	..
Tirhoot (B. & N. W.)	3,15,54	3,64	3,19,18	16	1,77,59	1,41,43	1,38,77	7,25	..
Contribution to Depreciation Fund on account of Company-worked Lines and Miscellaneous.	..	..	..	..	..	..	9,01	—9,01	4,91,74
TOTAL	37,78,92	15,93	37,94,85	5,87	3,98,29	33,90,69	20,36,90	3,23,70	4,91,74
GRAND TOTAL	91,46,46	34,49	91,80,95	11,19	5,07,01	*86,62,75	51,88,75	8,26,48	13,46,34

* The total Railway Receipts for the year are:—
 Gross Receipts as per Col. 7 above Rs. 86,62,75
 Add—Miscellaneous Railway Receipts 1,05,57
 Government share of surplus profits from the subsidized companies 14,75
 Total Receipts 87,83,07

Revenue Receipts of State-owned Railways for the year 1931-32.

(In thousands of rupees.)

EXPENSES.					Net Revenue Receipts of Budget lines (Cols. 7—15).	Percentage of Ordinary Working Expenses on Earnings for budget lines only. (Cols. 8-14) × 100 (Cols. 2—5—6.)	Class and Name of Railway.
system.	DEDUCT.			Net Working Expenses, of Budget lines (Cols. 12—13—14).			
Suspense.	Total. (Cols. 8 to 11).	Expenditure met from Depreciation Fund for the system.	Total Non-budget Lines.				
11	12	13	14	15	16	17	18
STATE LINES WORKED BY THE STATE.							
9	3,39	—1,11	..	4,50	—4,50	..	Aden.
—66	12,78,21	1,37,42	3,61	11,37,18	5,98,47	52.03	East Indian.
76	5,12,96	82,78	5,52	4,24,66	80,41	65.26	Eastern Bengal.
—2,65	13,76,56	1,59,48	28,49	11,88,59	2,76,60	62.54	North Western.
2	10,26,18	99,57	19,90	9,06,71	2,85,60	60.38	Great Indian Peninsula.
1,61	3,11,10	24,64	..	2,86,46	87,38	62.15	Burma.
—83	45,08,40	5,02,78	57,52	39,48,10	13,23,96	58.90	Total.
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.							
99	1,23,22	..	4,94	1,18,28	66,16	59.78	Assam-Bengal.
49	6,13,79	..	2,04	6,11,75	1,11,92	66.86	Bengal-Nagpur.
..	14,38	..	..	14,38	—1,48	49.92	Bezwa Extension and Dhona Kurnool.
3,66	6,60,05	..	42,23	6,17,82	4,11,88	53.16	Bombay, Baroda and Central India.
18	15,58	..	37	15,21	3,19	71.95	Jodhpur-Hyderabad (British Section) (Jodhpur).
—14	32,13	..	14,13	18,00	16,84	46.68	Lucknow-Bareilly (R. & K.).
39	4,37,60	..	41,03	3,96,57	3,18,14	40.65	Madras and Southern Mahratta (excluding Mysore State).
1,50	3,24,90	..	19,59	3,05,31	2,25,29	49.30	South Indian (including Travancore)
—64	1,45,38	..	81,56	63,82	77,61	41.52	Tirhoot (B. & N. W.).
10	4,91,84	3,23,70	..	1,68,14	—1,68,14	..	Contribution to Depreciation Fund on account of Company-worked Lines and miscellaneous.
6,53	28,58,87	3,23,70	2,05,89	23,29,28	10,61,41	54.26	TOTAL.
5,70	73,67,27	8,26,48	2,63,41	*62,77,38	23,85,37	57.08	GRAND TOTAL.

	Receipts.	Working expenses.	Net Receipts.
(a) Aden Railway, Commercial	..	4,42	—4,42
Aden Railway, Military	..	8	—8
Total	..	4,50	—4,50
(b) N. W. Railway, Commercial	13,33,60	16,07,20	3,26,40
N. W. Railway, Military	1,31,59	1,81,39	—49,80
Total	14,65,19	11,88,59	2,76,60

* The total Expenditure on Railways for the year is :—
Working expenses as per column 15 above
Add :—Miscellaneous Railway expenditure
Surplus profits paid to companies
Interest charges as per Statement 4

	Rs.
Working expenses as per column 15 above	62,77,38
Miscellaneous Railway expenditure	54,92
Surplus profits paid to companies	61,19
Interest charges as per Statement 4	33,06,64
Total Expenditure	97,03,13

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1931-32.

Class and Name of Railway.	Interest on sterling Debt.	INTEREST ON CAPITAL CONTRIBUTED BY COMPANIES.			Total Columns 2 and 5.	IN THOUSANDS OF RUPEES.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	GRAND TOTAL (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
Central. State Lines worked by the State.	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
1. Aden	..	..	..	..	..	..	—2	..	—2
2. Eastern Bengal . . .	124,553	..	..	..	124,553	16,76	1,86,57	..	2,03,33
3. East Indian (including South Bihar).	2,066,011	..	..	..	2,066,011	2,77,52	3,42,89	1,92	6,22,33
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	355,639	..	..	..	355,639	47,63	4,37,17	..	4,84,80
5. North Western (Military) .	..	..	..	..	..	..	1,48,88	..	1,48,88
6. Burma	37,499	..	..	..	37,499	5,01	1,55,95	..	1,60,96
7. Great Indian Peninsula .	983,547	..	..	..	983,547	1,31,66	3,31,69	..	4,63,35
8. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	5,36	..	5,36
9. TOTAL	3,567,249	..	..	..	3,567,249	4,78,58	16,08,49	1,92	20,88,99
State Lines worked by Companies or by Indian States.									
10. Assam-Bengal.	..	45,000	38,699	83,699	83,699	11,16	84,34	..	95,50
11. Bengal-Nagpur	..	105,000	193,211	298,211	298,211	39,76	3,14,87	..	3,54,63
12. Bezwada (including Dhona Kurnool).	..	..	..	..	..	..	2,12	..	2,12
13. Bombay, Baroda and Central India.	385,084	60,000	34,998	94,998	480,082	64,81	2,15,48	7,50	2,87,79
14. Jodhpur (British Section), (Jodhpur).	..	..	..	..	..	..	3,71	..	3,71
15. Lucknow-Bareilly (R. & K.)	..	..	(a) 27,776	27,776	27,776	3,33	6,24	..	9,57
16. Madras and Southern Mahratta	362,194	175,000	110,050	285,050	647,244	86,30	1,52,03	..	2,38,33
17. South Indian	146,635	35,900	114,470	149,470	296,105	39,48	1,40,24	..	1,79,72
18. Coonoor-Ootacamund (S. I.)	..	..	..	..	..	..	1,95	..	1,95
19. Travancore (British Section), (S. I.).	..	..	..	..	..	..	69	..	69
20. Travancore (Indian State Section) (S. I.).	..	..	..	..	..	..	1,14	..	1,14
21. Tirhoot (B. & N. W.) .	..	..	36,275	36,275	36,275	4,84	31,82	..	36,66
22. TOTAL	893,913	420,000	555,479	975,479	1,869,392	2,49,68	9,54,63	7,50	12,11,81
Miscellaneous Items									
23. Abandoned Projects, etc.	..	..	..	..	..	..	1,07	..	1,07
24. Other miscellaneous items. Deduct:—	..	..	..	..	..	(b) 1,63	16,35	..	17,98
25. Interest during construction charged to Capital of the Bengal Nagpur, and South Indian Railways.	..	..	..	..	..	..	13,17	..	13,17
Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	4	..	4
26. TOTAL	..	..	..	..	..	1,63	4,21	..	584
27. Total Central	4,461,162	420,000	555,479	975,479	5,436,641	7,29,89	25,67,33	9,42	33,06,64
Provincial Railways.									
28. Assam (Jaorbat)	..	..	..	..	..	..	50	..	50
29. United Provinces (Distillery Siding).	..	..	..	..	..	..	8	..	8
30. Total Provincial	..	..	..	..	..	..	58	..	58
31. Grand Total	4,461,162	420,000	555,479	975,479	5,436,641	7,29,89	25,67,91	9,42	33,07,22

(a) Represents interest on the state share of joint debenture stock.

(b) Represents exchange in respect of interest on capital contribution by companies and of interest on debt in respect of Company-worked Railways.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1930-31 and 1931-32.
(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			†Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 5.}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7} \times 100}{\text{Col. 4.}}\right)$	
1	2	3	4	5	6	7	8	9	10
CLASS I.									
Assam-Bengal	3' 3½"	1930-31	(a) 25,65,74	2,10,44	1,32,18	78,26	62.81	3.05	(a) Includes Rs. 75,70,000 being the interest charges during construction of Assam Bengal Railway debited to capital.
		1931-32	(a) 25,25,36	**1,90,25	1,22,23	68,02	64.24	2.69	
Bengal and North-Western	3' 3½"	1930-31	21,32,37	3,24,83	1,55,09	1,69,74	47.74	7.96	
		1931-32	21,61,93	3,15,10	1,46,03	1,69,07	46.34	7.82	
Bengal-Nagpur	5' 6", 2' 6" and 2' 0"	1930-31	76,23,52	8,12,38	6,39,57	1,72,81	78.73	2.26	
		1931-32	77,26,48	7,26,30	6,13,46	1,12,84	84.46	1.46	
Bombay, Baroda and Central India.	5' 6", 3' 3½" and 2' 6"	1930-31	(b) 78,06,14	11,70,55	7,65,64	4,04,91	65.41	5.19	(b) Includes Rs. 8,08,405 being the capital outlay on the Patni Branch.
		1931-32	(b) 78,43,41	11,02,62	6,61,75	4,40,87	60.02	5.63	
Burma	3' 3½"	1930-31	35,31,29	4,23,19	3,13,92	1,09,27	74.18	3.09	
		1931-32	35,80,36	3,73,60	2,84,85	88,75	76.24	2.48	
Eastern Bengal	5' 6", 3' 3½" and 2' 6"	1930-31	52,06,83	5,92,13	4,72,87	1,19,26	79.86	2.29	
		1931-32	52,60,64	5,13,98	4,28,94	85,04	83.45	1.62	
East Indian	5' 6"	1930-31	(c) 1,46,43,91	13,35,10	12,16,67	6,18,43	66.30	4.22	(c) Includes Rs. 52,13,000 being the expenditure in England on South Bihar Railway.
		1931-32	(c) 1,47,58,38	17,42,05	11,35,35	6,06,70	65.17	4.12	
Great Indian Peninsula	5' 6" and 2' 6"	1930-31	1,20,80,98	13,75,14	10,57,28	3,17,86	76.87	2.63	
		1931-32	1,21,44,21	12,22,57	9,30,33	2,92,24	76.09	2.41	
Jodhpur	3' 3½"	1930-31	5,36,37	96,84	54,67	42,17	56.46	7.86	
		1931-32	5,40,54	84,27	53,43	30,84	63.40	5.71	
Madras and Southern Mah-ratta.	5' 6" and	1930-31	(d) 58,62,65	|| 3,34,08	|| 4,82,22	|| 3,51,86	|| 57.80	|| 6.00	(d) Includes Rs. 8,87,000 being the capital outlay on the Alnavar-Dandeli Railway.
	3' 3½"	1931-32	(d) 57,77,94	|| 8,00,89	|| 4,43,65	|| 3,57,24	|| 55.40	|| 6.19	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

|| Include Harbour receipts and expenditure.

** Excludes 3 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway cross traffic.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1930-31 and 1931-32.
(In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earn- ings. (Cols. 5-6.)	Percent- age of working expens- es to gross earn- ings. (Col. 6 × 100 Col. 5.)	Percent- age of net earn- ings on total capital at charge given in column 4. (Col. 7 × 100 Col. 4.)	
1	2	3	4	5	6	7	8	9	10
CLASS I—concl'd.									
Nizam's State	5' 6" { 3' 3½" {	1930-31	13,59,30	1,40,38	64,29	76,09	45.80	8.00	(b) Includes Rs. 87,68,000 being the outlay from Joint Debenture Stock on Lucknow Bareilly Railway.
		1931-32	14,10,44	1,38,02	66,63	71,39	48.28	8.13	
		1930-31	**	93,36	60,68	32,68	65.00	**	
		1931-32	**	78,57	55,23	23,34	70.29	**	
North Western (Commercial)	5' 6" and 2' 6" {	1930-31	1,18,22,59	15,50,39	11,68,68	3,81,71	75.38	3.23	
		1931-32	1,18,91,14	13,86,34	10,35,39	3,50,95	74.25	2.95	
North Western (Military)	5' 6", and 2' 6" {	1930-31	34,17,60	1,47,49	2,17,61	—70,12	147.54	—2.05	
		1931-32	34,53,05	1,31,59	1,81,39	—49,80	142.43	—1.44	
North Western (Total)	.. {	1930-31	1,52,40,19	16,97,88	13,86,29	3,11,59	81.20	2.04	
		1931-32	1,53,44,19	15,17,93	12,16,78	3,01,15	80.07	1.96	
Rohilkund and Kumaon	3' 3½" {	1930-31	(b) 4,39,62	65,57	34,41	31,16	52.48	7.99	
		1931-32	(b) 4,43,11	61,82	32,27	29,55	52.19	6.67	
South Indian	5' 6", 3' 3½" and 2' 6" {	1930-31	45,63,40	6,12,46	3,64,64	2,47,82	59.54	5.43	
		1931-32	46,73,70	5,62,15	3,23,41	2,38,74	57.53	5.11	
Total Class I Railways	.. {	1930-31	8,35,96,81	1,02,84,33	72,00,42	30,83,91	70.01	3.69	
		1931-32	8,41,90,69	94,30,12	65,14,34	29,15,78	69.08	3.46	
CLASS II.									
Barsi Light	2' 6" {	1930-31	1,85,32	20,95	13,67	7,28	65.27	3.92	
		1931-32	1,85,98	20,32	12,99	7,33	63.91	3.94	
Bengal Doonars	3' 3½" {	1930-31	1,63,96	23,70	13,08	10,62	55.17	6.48	
		1931-32	1,64,23	19,00	10,85	8,15	57.10	4.96	
Bhavnagar State	3' 3½" {	1930-31	2,13,96	30,09	18,55	11,54	61.65	5.39	
		1931-32	2,17,47	30,29	18,31	11,98	60.44	5.51	
Bikaner State	3' 3½" {	1930-31	3,55,02	48,48	32,05	16,43	66.11	4.63	
		1931-32	3,62,62	41,71	29,69	12,02	71.18	3.31	
Darjeeling Himalayan	2' 0" {	1930-31	1,09,11	20,42	13,20	7,22	64.64	6.62	
		1931-32	1,08,73	18,70	12,79	5,91	68.39	5.44	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of the railway accounts.

** No separate Capital account is maintained for each gauge, hence shown under Broad Gauge.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1930-31 and 1931-32.
(In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Per-centage of working expenses to gross earnings. $\frac{(\text{Col. 6} \times 100)}{\text{Col. 5}}$	Per-centage of net earnings on total capital at charge given in column 4. $\frac{(\text{Col. 7} \times 100)}{\text{Col. 4}}$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS II—conold.									
Dibru-Sadiya	3' 3½" {	1930-31	1,69,26	31,67	15,37	16,30	48.53	9.63	
		1931-32	1,70,80	24,67	13,66	11,01	55.37	6.45	
Gaekwar's Baroda State	2' 6" {	1930-31	3,10,42	22,12	18,51	3,61	83.69	1.16	
		1931-32	3,11,39	21,75	17,73	4,02	81.51	1.29	
Gonda	3' 3½" {	1930-31	1,42,40	24,67	15,14	9,53	61.38	6.69	
		1931-32	1,51,26	24,62	16,45	8,17	66.80	5.40	
Howrah-Amta Light .	2' 0" {	1930-31	32,68	10,49	7,69	2,80	73.37	8.54	
		1931-32	31,85	9,89	7,59	2,30	76.75	7.22	
Jamnagar and Dwarka	3' 3½" {	1930-31	1,61,70	14,44	10,76	3,68	74.51	2.27	
		1931-32	1,60,98	13,88	11,67	2,21	84.05	1.37	
Junagad State	3' 3½" {	1930-31	1,17,99	13,85	9,78	4,07	70.65	3.45	
		1931-32	1,21,44	13,62	9,67	3,85	71.53	3.17	
Morvi	3' 3½" {	1930-31	80,48	20,34	12,32	8,02	60.58	9.96	
		1931-32	82,15	17,79	10,24	7,55	57.54	9.19	
	3' 3½" {	1930-31	3,12,72	30,13	24,29	5,84	80.62	1.87	
		1931-32	3,22,11	28,13	22,01	6,12	78.24	1.90	
Mysore	2' 6" {	1930-31	42,11	3,42	3,64	—22	106.43	—0.52	
		1931-32	42,67	2,82	2,07	75	73.40	1.76	
	2' 0" {	1930-31	12,44	50	29	21	58.00	1.69	
		1931-32	12,58	41	27	14	66.76	1.08	
Shahdara (Delhi)-Saharanpur Light.	2' 6" {	1930-31	50,22	8,97	4,27	4,70	47.64	9.36	
		1931-32	49,95	8,31	3,99	4,32	48.03	8.65	
Total Class II Railways		1930-31	24,59,79	3,24,24	2,12,61	1,11,63	65.57	4.54	
		1931-32	24,96,21	2,95,81	1,99,98	95,83	67.80	3.84	
CLASS III.									
Ahmadpur Katwa	2' 6" {	1930-31	20,77	1,16	1,36	—20	117.21	—0.96	
		1931-32	20,77	1,10	97	13	87.92	0.64	

* † § For explanations see footnotes on opposite page.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1930-31 and 1931-32.
(In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Per- centage of working expenses to gross earn- ings. (Col. 6 × 100 Col. 5)	Per- centage of net earnings on total capital at charge given in column 4 (Col. 7 × 100 Col. 4.)	
1	2	3	4	5	6	7	8	9	10
CLASS III—contd.			Rs.	Rs.	Rs.	Rs.			
Arrah-Sasaram	2' 6"	1930-31	25.17	4.17	2.85	1.32	68.17	5.24	
		1931-32	25.09	3.86	2.82	1.04	72.89	4.17	
Bankura-Damoodar River	2' 6"	1930-31	40.19	1.62	2.32	—70	142.81	—1.74	
		1931-32	40.29	1.51	1.84	—33	121.95	—0.82	
Baraset-Basirhat Light	2' 6"	1930-31	25.63	5.75	4.43	1.32	76.95	5.17	
		1931-32	25.54	5.57	4.27	1.30	76.67	5.09	
Bengal Provincial	2' 6"	1930-31	15.29	1.53	1.32	21	85.57	1.39	
		1931-32	15.30	1.33	1.10	23	82.61	1.50	
Bukhtiarpur-Bihar Light	2' 6"	1930-31	15.11	3.31	2.35	96	70.32	6.40	
		1931-32	15.26	4.05	2.98	1.07	73.62	7.00	
Burdwan-Katwa	2' 6"	1930-31	20.34	1.94	1.75	19	90.18	0.94	
		1931-32	20.48	1.78	1.46	32	81.96	1.57	
Cutch State	2' 6"	1930-31	18.18	1.21	65	56	53.80	3.08	
		1931-32	18.90	1.41	83	58	58.84	3.08	
Dehri-Rohas Light	2' 6"	1930-31	12.64	2.32	1.48	84	63.77	6.67	
		1931-32	12.57	1.88	1.25	63	66.47	5.00	
Dholpur-State	2' 6"	1930-31	17.30	1.92	1.13	79	58.94	4.57	
		1931-32	17.39	1.48	96	52	65.01	3.16	
Futwah-Jalampur	2' 6"	1930-31	19.51	1.60	1.14	46	71.16	2.36	
		1931-32	19.46	1.36	1.07	29	78.46	2.60	
Gwalior Light	2' 0"	1930-31	98.26	6.89	5.01	1.88	72.67	1.91	
		1931-32	97.95	6.91	4.75	2.16	68.73	2.21	
Howrah-Sheakhala Light	2' 0"	1930-31	8.33	2.44	1.92	52	78.81	6.15	
		1931-32	8.55	2.07	1.70	37	81.81	4.41	
Jagadhri Light	2' 0"	1930-31	1.18	18	17	1	93.56	1.00	
		1931-32	1.18	12	12	Nil	96.71	0.34	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

Statement of Capital at Charge Revenue Earnings and Expenses for the years 1930-31 and 1931-32*
Capital outlay†
(In thousands of rupees)—concl'd.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Per- centage of working expenses to gross earn- ings. (Col. 6×100) Col. 5.	Per- centage of net earnings on total capital at charge given in column 4. (Col. 7×100) Col. 4.	
1	2	3	4	5	6	7	8	9	10
CLASS III—concl'd.			Rs.	Rs.	Rs.	Rs.			
Jessore-Jhenidah	2' 6"	1930-31		Information	not available.				
		1931-32	12,63	62	78	-16	125.43	-1.25	
Jorhat (Provincial)	2' 0"	1930-31	13,22	1,76	1,76	..	100.40	..	
		1931-32	13,22	1,47	1,49	-2	101.52	..	
Kalighat-Falta	2' 6"	1930-31	24,33	.47	2,45	2	99.39	0.06	
		1931-32	24,31	2,45	2.03	42	82.97	1.71	
Kulasekarapatnam Light	2' 0"	1930-31	5,45	1,30	99	31	75.71	5.81	
		1931-32	5,22	1,14	95	19	83.08	3.70	
Matheran Light	2' 0"	1930-31	12,12	1,00	80	20	80.00	1.65	
		1931-32	12,20	1,02	75	27	73.52	2.19	
Porbandar State	3' 3½"	1930-31	28,18	3,84	3,72	12	97.00	0.41	
		1931-32	28,25	3,42	2,86	62	81.87	2.19	
Tripore-Balipara Light	2' 6"	1930-31	4,87	1,79	1,38	41	77.26	8.36	
		1931-32	4,87	1,78	1,40	38	78.79	7.75	
Trivellore Light	2' 0"	1930-31	1,16	4	5	-1	141.79	-0.86	
		1931-32	1,16	3	5	-2	187.00	-1.72	
Udaipur-Chitorgash	3' 3½"	1930-31	61,01	5,77	3,74	2,03	64.80	3.33	
		1931-32	73,88	5,75	3,50	2,25	60.95	3.04	
Total Class III Railways		1930-31	4,92,82	54,03	42,83	11,20	79.27	2.27	
		1931-32	5,14,47	52,11	39,87	12,24	76.51	2.38	
Other items not included in the preceding heads (a).		1930-31	4,31,35	-5 0	-32,43	26,83	..	..	
		1931-32	4,32,88	-57,48	1,54,92	-2,12,40	..	..	
GRAND TOTAL		1930-31	8,69,80,77	(a) 1,06,57,00	74,23,43	32,33,57	69.66	3.72	
		1931-32	8,76,34,25	(b)	69,09,11	28,11,45	71.08	3.21	

* † § — For explanations see footnotes on opposite page.

(a) The details for the last year are given in the Report for that year, and those for the current year are as follows—(In thousands of rupees) : —

Coal Department	1,00,17
Abandoned Projects	32,26
Controller of Railways Account's account current	2,99,06
United Provinces (Distillery siding)	1,39
Total	4,32,88

Gross Earnings.	
+3 Dividend on Government holdings (B. N. Rly.).	
-16 Gross earnings of Bezwada and Dhone Kurnool Railways	
-1,82 Gross earnings of new extensions and C. I. C. Rlys. (B. N. Rly.).	
-4 Gross earnings of Jodhpur Hyderabad (British Section).	
-9,77 Gross earnings of new extensions (S. I. Rly.).	
-1,47 Gross earnings of Jorhat (Provincial) Railway.	
+7 Gross earnings of G. I. P. Railway.	
-44,33 Gross earnings of Mysore State and K. G. F. Railways.	
+1 Due to rounding off in case of B. B. & C. I. Railway.	
-57,48	

	1930-31.	1931-32.
(b) State-owned	7,83,32,36	7,89,78,64
Other than State-owned	86,48,41	86,55,61
	8,76,34,25	8,76,34,25

(c) The gross earnings of Jessore Jhenidah Railway for 1930-31 are 72, but these have not been shown in the Statement as other details are not available.

Working Expenses.	
+4,41 Working expenses of Aden Railway.	
+4,14 On account of rebate, etc.	
-2 Adjustment of Tirhoot Rly.	
-1,48 Working expenses of new extensions (B. N. Rly.).	
+5,28 Working expenses of Bezwada and Dhone-Kurnool Railways.	
-6,25 Working expenses of new extensions (S. I. Rly.).	
+1,68,04 Contribution to Depreciation Fund on account of Company Worked lines.	
-1,49 Working expenses of Jorhat (Provincial) Railway.	
+6,10 Payment to Ahmadpur Katwa, Burdwan Katwa, Futwa Islampur and South Behar Railways.	
-1 Due to rounding off in the case of A. B. Railway.	
+4 Working expenses of G. I. P. Railway.	
-23,84 Working expenses of Mysore State and K. G. F. Railways.	
+1,54,92	

6.—Details of Gross Earnings of each Railway System for the years 1930-31 and 1931-32.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds and remissions).
			Earnings from passengers carried (including refunds and remissions).	Other coaching earnings (including refunds and remissions).	Total coaching earnings (excluding refunds and remissions).	Earnings from goods carried (including refunds and remissions).	Other goods earnings (including refunds and remissions).	Total goods earnings (excluding refunds and remissions).	Electric telegraph earnings (excluding refunds and remissions).	Other miscellaneous earnings (excluding refunds and remissions).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS I.											
Assam Bengal	3' 3½"	1930-31	Rs. 79,44	Rs. 11,04	Rs. 90,23	Rs. 1,10,92	Rs. 1,11	Rs. 1,11,58	Rs. 27	Rs. 8,36	Rs. 2,10,44
		1931-32	64,93	10,70	75,35	1,05,64	94	1,06,34	22	8,34	1,90,25
Bengal and North-Western	3' 3½"	1930-31	1,52,38	13,94	*1,60,76	1,73,09	7,11	*1,60,68	44	2,95	3,24,83
		1931-32	1,32,30	12,87	*1,39,67	1,85,46	1,09	*1,72,01	40	3,02	3,15,10
Bengal-Nagpur	5' 6"	1930-31	1,77,34	34,80	2,12,06	5,43,06	1,38	5,43,16	36	13,88	7,69,46
		1931-32	1,57,07	32,68	1,89,72	4,88,69	2,85	4,88,53	31	15,86	6,94,42
	2' 6"	1930-31	19,77	1,60	21,37	21,04	25	21,23	7	25	42,92
		1931-32	14,53	1,37	15,90	15,54	13	15,64	6	28	31,88
	5' 6"	1930-31	2,00,55	45,61	2,47,07	3,68,23	41	3,67,09	52	10,55	6,25,23
		1931-32	1,98,14	48,47	2,46,54	3,59,02	—2,55	3,55,17	49	11,91	6,14,11
Bombay, Baroda and Central India.	3' 3½"	1930-31	1,92,49	22,81	2,15,25	3,13,42	1,24	3,13,25	57	6,71	5,35,78
		1931-32	1,76,73	22,99	1,99,64	2,72,96	1,15	2,72,65	53	6,16	4,78,98
	2' 6"	1930-31	4,76	32	5,08	4,43	Nil	4,40	2	4	9,54
		1931-32	4,76	35	5,11	4,28	1	4,25	2	15	9,53
Burma	3' 3½"	1930-31	1,18,51	16,19	1,34,50	2,80,15	67	2,80,00	51	8,18	4,23,19
		1931-32	97,87	16,75	1,14,27	2,51,43	49	2,51,26	45	7,62	3,73,60
	5' 6"	1930-31	1,34,21	30,69	1,64,77	2,22,90	3,32	2,22,82	28	6,26	3,94,13
		1931-32	1,19,66	28,47	1,48,04	1,87,56	2,26	1,89,48	23	5,72	3,43,47
Eastern Bengal	3' 3½" and 2' 6"	1930-31	78,49	9,29	87,71	1,05,10	1,16	1,04,69	22	6,38	1,98,00
		1931-32	63,38	8,67	72,00	93,59	61	94,02	17	4,32	1,70,51
East Indian	5' 6"	1930-31	5,34,31	81,60	6,16,16	11,85,75	7,78	11,90,97	1,28	26,69	*18,35,10
		1931-32	5,07,88	84,38	5,92,26	11,17,71	5,17	11,22,82	1,18	25,79	*17,42,05
Great Indian Peninsula	5' 6"	1930-31	3,53,98	87,12	4,40,46	9,00,39	2,68	8,98,27	1,15	20,54	13,60,42
		1931-32	3,43,55	82,90	4,25,70	7,64,81	2,10	7,65,16	1,11	21,86	12,13,83
	2' 6"	1930-31	4,14	49	4,63	*9,52	68	10,06	2	1	14,72
		1931-32	3,75	41	4,16	4,40	—2	4,35	1	22	8,74
Jodhpur	3' 3½"	1930-31	34,69	4,86	39,51	53,94	17	53,71	11	3,51	96,84
		1931-32	30,44	4,85	35,26	45,67	15	45,52	9	3,40	84,27
Madras and Southern Mahratta.	5' 6"	1930-31	1,56,18	29,34	1,85,31	2,73,69	1,07	2,73,50	23	11,90	4,70,94
		1931-32	1,46,58	29,03	1,75,47	2,60,20	88	2,60,57	21	10,04	4,46,29
	3' 3½"	1930-31	98,31	19,53	1,17,77	†2,27,19	1,44	2,33,28	31	6,78	†3,63,14
		1931-32	93,78	19,03	1,12,77	†2,24,78	62	2,35,02	29	6,52	†3,54,60
Nizam's State	5' 6"	1930-31	31,33	8,27	39,55	97,56	79	98,19	40	2,24	1,40,38
		1931-32	29,82	8,43	38,10	96,59	46	96,88	40	2,64	1,38,02
	3' 3½"	1930-31	32,35	4,37	36,70	54,57	38	54,83	23	1,60	93,26
		1931-32	29,79	3,72	33,47	43,09	32	43,32	20	1,58	78,57

* Excluding the Cawnpore-Burhwal (3' 3½" gauge) link earnings, which, as to details, are included with the Bengal and North-Western Railway, and as to totals with the sundry earnings of the E. I. Railway.

† Includes Harbour receipts.

‡ Includes figures for Darwaha Pusad Rly.

6.—Details of Gross Earnings of each Railway System for the years 1930-31 and 1931-32—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		
			Earnings from passengers carried (including refunds & remissions).	Other coaching earnings (including refunds & remissions).	Total coaching earnings (excluding refunds & remissions).	Earnings from goods carried (including refunds & remissions).	Other goods earnings (including refunds & remissions).	Total goods earnings (excluding refunds & remissions).	Electric telegraph earnings (excluding refunds & remissions).	Other miscellaneous earnings (excluding refunds & remissions).	Total gross earnings (excluding refunds & remissions).
1	2	3	4	5	6	7	8	9	10	11	12
Class I—contd.											
North Western (Commercial)	5' 6"	1930-31	4,91.77	86.10	5,77.42	8,93.50	17.08	9,02.45	1.53	31.29	15,12.69
		1931-32	4,33.84	78.03	5,11.50	8,01.76	10.68	8,11.64	1.49	27.96	13,52.59
	2' 6"	1930-31	13.45	4.52	17.95	19.13	23	19.30	4	41	37.79
		1931-32	11.30	4.36	15.63	17.49	23	17.70	3	39	33.75
North Western (Military)	5' 6"	1930-31	47.05	10.60	57.61	80.35	74	80.81	21	1.13	1,39.76
		1931-32	42.20	12.86	55.02	68.52	68	69.13	18	1.45	1,25.78
	2' 6"	1930-31	2.31	68	2.99	4.40	28	4.63	1	10	7.73
		1931-32	1.83	59	2.42	3.17	6	3.22	1	16	5.81
North Western (Total)	5' 6" & 2' 6"	1930-31	5,54.58	1,01.90	6,55.97	9,97.33	18.33	10,07.19	1.79	32.93	16,97.86
		1931-32	4,89.17	95.84	5,84.57	8,90.94	11.65	9,01.69	1.71	29.96	15,17.93
Rohilkund and Kumaon	3' 3½"	1930-31	24.74	3.21	27.94	35.29	43	35.25	7	2.31	65.57
		1931-32	22.20	3.18	25.36	34.27	26	34.36	6	2.04	61.82
South Indian	5' 6"	1930-31	67.64	12.04	79.63	1,02.41	55	1,02.70	9	2.10	1,84.52
		1931-32	61.42	11.56	72.94	95.21	47	95.51	9	1.32	1,69.86
	3' 3½"	1930-31	2,14.87	17.42	2,32.06	1,75.45	2.47	1,77.23	37	14.84	4,24.59
		1931-32	1,98.15	17.75	2,15.75	1,59.39	2.33	1,61.30	30	11.91	3,89.26
	2' 6"	1930-31	1.79	10	1.89	1.53	1	1.53	1	1	3.44
		1931-32	1.55	8	1.63	1.38	1	1.38	1	1	3.03
Total Class I Railways	"	1930-31	32,67.80	5,57.54	38,16.38	62,57.01	53.43	62,70.61	9.32	1,83.02	1,02,84.33
		1931-32	29,87.25	5,44.48	35,23.68	57,02.65	31.38	57,17.23	8.54	1,80.67	94,30.12
Class II.											
Bansi Light	2' 6"	1930-31	10.52	85	11.38	8.99	9	9.08	3	46	20.95
		1931-32	8.17	85	9.02	10.79	8	10.87	3	40	20.32
Bengal Doonars	3' 3½"	1930-31	4.63	90	5.53	17.78	5	17.83	3	31	23.70
		1931-32	3.71	79	4.50	14.21	3	14.24	2	24	19.09
Bhavnagar State	3' 3½"	1930-31	14.38	1.42	15.80	12.76	6	12.82	38	1.09	30.09
		1931-32	14.32	1.62	15.94	12.93	3	12.96	53	86	30.29
Bikaner State	3' 3½"	1930-31	18.65	2.23	20.88	26.42	8	26.50	16	94	43.48
		1931-32	15.83	1.90	17.73	23.34	8	23.42	17	39	41.71
Darjeeling-Himalayan	2' 0"	1930-31	4.26	2.74	7.00	13.21	4	13.25	3	14	20.42
		1931-32	3.60	2.00	5.60	12.84	4	12.88	3	19	18.70
Dibru-Sadiya	3' 3½"	1930-31	6.14	1.06	7.21	23.89	2	23.91	3	52	31.67
		1931-32	5.42	77	6.19	17.75	4	17.79	2	67	24.67
Gaekwar's Baroda State	2' 6"	1930-31	11.20	69	11.89	9.19	19	9.38	10	75	22.12
		1931-32	10.67	69	11.36	9.38	5	9.43	9	87	21.75
Gondal	3' 3½"	1930-31	11.37	1.07	12.44	10.46	3	10.49	7	1.67	24.67
		1931-32	10.82	1.12	11.94	10.86	2	10.88	9	1.71	24.62

6.—Details of Gross Earnings of each Railway System for the years 1930-31 and 1931-32—contd.

[In thousands of rupees]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.			Total gross earnings (excluding refunds & remissions).
			Earnings from passengers carried (excluding refunds & remissions).	Other coaching earnings (excluding refunds & remissions).	Total coaching earnings (excluding refunds & remissions).	Earnings from goods carried (excluding refunds & remissions).	Other goods earnings (excluding refunds & remissions).	Total goods earnings (excluding refunds & remissions).	Electric telegraph earnings (excluding refunds & remissions).	Other miscellaneous earnings (excluding refunds & remissions).		
1	2	3	4	5	6	7	8	9	10	11	12	
CLASS II—contd.												
Howrah-Amta Light	2' 0"	1930-31	Rs. 8,40	Rs. 38	Rs. 8,78	Rs. 1,62	Rs. Nil	Rs. 1,62	Rs. Nil	9	Rs. 10,49	
		1931-32	7,90	36	8,26	1,57	Nil	1,57	Nil	6	9,88	
Jamnagar and Dwarka	3' 3 3/4"	1930-31	6,03	55	6,58	6,72	7	6,79	5	1,02	14,44	
		1931-32	5,86	64	6,50	6,29	7	6,36	5	97	13,88	
Junagad State	3' 3 3/4"	1930-31	6,66	59	7,25	5,96	2	5,98	4	58	13,86	
		1931-32	6,39	60	6,99	5,90	2	5,92	5	56	13,52	
Morvi	3' 3 3/4"	1930-31	7,83	1,11	8,94	10,96	1	10,97	7	36	20,34	
		1931-32	7,81	1,39	9,11	8,19	1	8,20	9	39	17,79	
	3' 3 3/4"	1930-31	15,56	1,65	17,21	11,76	32	12,08	1	83	30,13	
		1931-32	14,06	1,30	15,36	11,81	28	12,09	1	67	28,13	
Mysore	2' 6"	1930-31	1,89	10	1,99	1,39	2	1,41	1	1	3,42	
		1931-32	1,46	8	1,54	1,25	2	1,27	Nil	1	2,82	
	2' 6"	1930-31	13	1	14	36	Nil	36	Nil	Nil	50	
		1931-32	11	1	12	28	Nil	28	Nil	1	41	
Shahdara (Delhi)-Saharanpur Light.	2' 6"	1930-31	5,01	21	5,22	3,62	3	3,64	Nil	11	8,97	
		1931-32	4,20	21	4,41	4,04	2	4,06	Nil	16	8,31	
Total Class II Railways	..	1930-31	1,32,66	15,56	1,48,24	1,65,08	1,03	1,66,11	1,01	8,38	3,24,24	
		1931-32	1,20,33	14,24	1,34,57	1,51,43	79	1,52,22	1,18	7,84	2,95,81	
CLASS III.												
Aden	3' 3 3/4"	1930-31	*	*	*	*	*	*	*	*	*	
		1931-32	*	*	*	*	*	*	*	*	*	
Ahmadpur-Katwa	2' 6"	1930-31	92	4	96	18	Nil	18	Nil	2	1,16	
		1931-32	83	4	87	22	Nil	22	Nil	1	1,10	
Arrah-Sasaram	2' 6"	1930-31	3,05	9	3,14	1,00	1	101	Nil	2	4,17	
		1931-32	2,57	8	2,65	1,16	N	116	Nil	5	3,86	
Bankura-Damoodar River	2' 6"	1930-31	1,05	3	1,08	50	Nil	50	1	3	1,62	
		1931-32	93	3	96	51	Nil	51	Nil	4	1,51	
Baraset-Basirhat Light	2' 6"	1930-31	4,04	56	4,60	1,11	Nil	1,11	Nil	4	5,76	
		1931-32	3,93	48	4,41	1,12	Nil	1,12	Nil	4	5,57	
Bengal Provincial	2' 6"	1930-31	97	8	1,05	34	Nil	34	1	13	1,62	
		1931-32	82	10	92	25	N	25	1	15	1,33	
Bukhtiarpur-Bihar Light	2' 6"	1930-31	2,03	12	2,15	1,12	1	1,13	Nil	3	3,31	
		1931-32	2,46	13	2,69	1,33	3	1,36	Nil	10	4,06	
Burdwan Katwa	2' 6"	1930-31	1,38	8	1,46	43	Nil	43	Nil	5	1,94	
		1931-32	1,24	8	1,32	43	Nil	43	Nil	3	1,78	
Cutch State	2' 6"	1930-31	60	8	68	38	6	44	Nil	9	1,21	
		1931-32	77	10	87	47	10	51	Nil	3	1,41	

* Information not available due to the closing of the Railway from 1st August 1929.

6.—Details of Gross Earnings of each Railway System for the years 1930-31 and 1931-32—concl'd.
[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds & remissions).
			Earnings from passengers carried (excluding refunds & remissions).	Other coaching earnings (excluding refunds & remissions).	Total coaching earnings (excluding refunds & remissions).	Earnings from goods carried (excluding refunds & remissions).	Other goods earnings (excluding refunds & remissions).	Total goods earnings (excluding refunds & remissions).	Electric telegraph earnings (excluding refunds & remissions).	Other miscellaneous earnings (excluding refunds & remissions).	
1 *	2	3	4	5	6	7	8	9	10	11	12
Class III—concl'd.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Dehri-Rohas Light	2' 6"	1930-31	30	1	31	1,94	Nil	1,94	1	6	2,32
		1931-32	25	1	26	1,45	10	1,55	1	6	1,88
Dholpur-Bari	2' 6"	1930-31	59	2	61	1,29	Nil	1,29	1	1	1,92
		1931-32	44	1	45	1,01	Nil	1,01	1	1	1,48
Futwah-Islampur	2' 6"	1930-31	1,17	3	1,20	38	Nil	38	Nil	2	1,60
		1931-32	98	2	1,00	29	4	33	Nil	3	1,36
Gwalior Light	2' 0"	1930-31	3,15	19	3,34	3,28	7	3,35	8	12	6,89
		1931-32	2,89	17	3,06	3,65	1	3,66	9	10	6,91
Howrah-Sheakhala Light	2' 0"	1930-31	1,32	80	2,12	30	Nil	30	Nil	2	2,44
		1931-32	1,26	51	1,77	29	Nil	29	Nil	1	2,07
Jagadhri Light	2' 0"	1930-31	6	..	6	8	Nil	8	Nil	4	18
		1931-32	4	Nil	4	5	Nil	5	Nil	3	12
Jessore-Jhenidah	2' 6"	1930-31	27	5	32	40	Nil	40	†	†	72
		1931-32	29	4	33	29	Nil	29	†	†	62
Jorhat (Provincial)	2' 0"	1930-31	†	†	†	†	†	†	†	†	1,76
		1931-32	†	†	†	†	†	†	†	†	1,47
Kalighat-Falta	2' 6"	1930-31	1,71	3	1,74	64	Nil	64	Nil	9	2,47
		1931-32	1,51	4	1,55	82	Nil	82	Nil	8	2,45
Kulasekarapatnam Light	2' 0"	1930-31	76	1	77	53	Nil	53	Nil	Nil	1,30
		1931-32	69	1	70	44	Nil	44	Nil	Nil	1,14
Matheran Light	2' 0"	1930-31	66	16	82	18	Nil	18	Nil	Nil	1,00
		1931-32	75	11	86	16	Nil	16	Nil	Nil	1,62
Porbandar State	3' 3½"	1930-31	1,32	12	1,44	1,97	2	1,99	2	39	3,84
		1931-32	1,22	14	1,36	1,73	3	1,76		30	3,42
Tesopore-Balipara Light	2' 6"	1930-31	51	13	64	1,07	Nil	1,07	1	7	1,79
		1931-32	63	12	75	94	Nil	94	1	8	1,78
Trivellore Light	2' 0"	1930-31	4	†	4	†	†	†	†	†	4
		1931-32	3	†	3	†	†	†	†	†	3
Udaipur-Chitorgarh	3' 3½"	1930-31	3,39	42	3,81	1,88	3	1,91	2	3	5,77
		1931-32	3,33	44	3,77	1,88	2	1,90	2	6	5,75
Total Class III Railways		1930-31	129,29	1,705	32,34	19,00	120	119,20	17	1,26	154,75
		1931-32	27,86	2,66	30,52	18,43	33	18,76	15	1,21	52,11
Other items not included in the preceding heads.‡		1930-31	..	..	..	..	..	..	..	..	-5,60
		1931-32	..	..	..	..	..	..	..	..	-57,48
GRAND TOTAL		1930-31	(a) 134,29,75	(a) 15,76,15	139,96,96	(a) 164,41,09	(a) 154,66	164,55,92	10,50	1,98,16	(a) 1,06,57,72
		1931-32	(a) 31,35,44	(a) 5,61,38	36,88,77	(a) 58,72,51	(a) 32,50	58,88,21	9,87	1,89,72	97,20,56

† Information not furnished.

(a) Includes refunds and remissions in the case of Class I Railways but excludes the same in the case of Class II and III Railways.

‡ For details see foot-note in statement No. 5 for the year concerned.

† Revised figures.

7.—Details of Working Expenses* of each Railway

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3' 3½"	1930-31 .	34,31	16.30	32,74	15.56	11,09	5.27	..	..
		1931-32 .	30,63	16.05	30,66	16.07	9,68	5.07	..	..
Bengal and North-Western	3' 3½"	1930-31 .	33,83	10.41	46,97	14.46	16,30	5.02	..	..
		1931-32 .	30,51	9.68	44,76	14.21	12,54	3.98	..	..
Bengal-Nagpur	5' 6"	1930-31 .	1,42,50	18.52	1,74,18	22.64	77,61	10.09	..	..
		1931-32 .	1,41,71	20.41	1,50,29	21.64	91,85	13.23	..	..
	2' 6"	1930-31 .	14,74	34.34	14,76	34.39	4,55	10.59	..	..
		1931-32 .	13,14	41.20	13,20	41.42	4,50	14.12	..	..
Bombay, Baroda and Central India.	5' 6"	1930-31 .	72,62	11.61	1,35,12	21.61	44,86	7.18	35,44	5.67
		1931-32 .	58,37	9.50	1,07,22	17.46	36,90	6.01	35,06	5.71
	3' 3½"	1930-31 .	65,00	12.13	1,15,41	21.54	40,49	7.54	11,84	2.21
		1931-32 .	55,39	11.57	96,42	20.11	34,12	7.12	9,90	2.07
	2' 6"	1930-31 .	2,28	23.95	2,72	28.53	74	7.71	7	0.69
		1931-32 .	1,94	20.31	2,67	28.06	70	7.29	8	0.79
Burma	3' 3½"	1930-31 .	84,83	20.05	99,94	23.61	37,58	8.88	..	..
		1931-32 .	75,61	20.24	85,93	23.00	32,48	8.69	..	..
Eastern Bengal	5' 6"	1930-31 .	73,63	18.70	75,43	19.10	43,65	11.10	..	..
		1931-32 .	64,25	18.70	70,55	20.60	37,07	10.80	..	..
	3' 3½"	1930-31 .	41,92	21.40	40,81	20.80	23,74	12.10	..	..
		1931-32 .	36,72	21.70	33,84	20.00	23,87	14.10	..	..
	2' 6"	1930-31 .	51	29.00	41	23.50	22	12.60	..	..
		1931-32 .	47	32.20	58	39.70	22	15.10	..	..
East Indian	5' 6"	1930-31 .	2,27,48	12.40	3,48,08	18.97	2,05,12	11.18	..	..
		1931-32 .	2,09,05	12.00	3,26,33	18.73	1,80,70	10.37	..	..
Great Indian Peninsula	5' 6"	1930-31 .	2,07,96	15.28	3,17,32	23.33	1,44,58	10.63	88,13	6.48
		1931-32 .	1,88,47	15.52	2,67,35	22.02	1,26,56	10.42	88,49	7.29
	2' 6"	1930-31 .	†	†	†	†	†	†	†	†
		1931-32 .	†	†	†	†	†	†	†	†
Jodhpur	3' 3½"	1930-31 .	9,36	9.66	18,11	18.70	7,91	8.17	..	..
		1931-32 .	11,85	14.06	15,97	18.95	7,85	9.32	..	..

*Including Replacement and Renewal or Appropriation to Depreciation fund as the case may be.

†Separate figures, under each Abstract, are not furnished.

system for the years 1930-31 and 1931-32.

[In thousands of rupees.]

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	
										22
										CLASS I.
5.83	2.77	27.46	13.05	12.15	5.77	8.60	4.09	1,32.18	62.81	Assam-Bengal.
6.13	3.21	26.46	13.86	11.44	5.99	7.23	3.79	1,22.23	64.24	
8.12	2.50	30.29	9.32	15.86	4.88	3.72	1.15	1,55.09	47.74	Bengal and North Western.
7.48	2.37	28.65	9.09	16.37	5.20	5.72	1.81	1,46.03	46.34	
7.70	1.00	1,02.18	13.28	46.73	6.07	43.73	5.68	5,94.63	77.28	Bengal-Nagpur.
6.68	0.96	90.79	13.07	45.82	6.60	45.27	6.52	5,72.41	82.43	
...	..	6.42	14.96	3.43	8.10	99	2.32	44.94	104.70	
...	..	5.57	17.47	3.63	11.39	1.01	3.17	41.05	128.77	
...	...	79.67	12.74	29.87	4.78	27.70	4.43	4,25.28	68.02	
...	...	70.10	11.41	23.29	4.61	29.84	4.86	3,65.78	59.56	
...	...	52.46	9.79	26.60	4.97	20.58	3.84	3,32.38	62.02	Bombay, Baroda and Central India.
...	...	47.25	9.86	24.71	5.16	21.01	4.38	2,88.80	60.27	
...	...	1.45	15.23	53	6.04	14	1.51	7.98	83.66	
...	...	1.19	12.54	45	4.71	14	1.57	7.17	75.27	
4.40	1.04	49.02	11.58	20.64	4.88	17.51	4.14	3,13.92	74.18	Burma.
3.48	0.93	44.98	12.04	19.32	5.17	23.05	6.17	2,84.85	76.24	
..	...	61.63	15.60	26.11	6.62	27.12	6.88	3,07.57	78.00	
...	...	57.34	16.70	24.54	7.14	27.73	8.07	2,81.48	82.00	
7.07	3.60	29.91	15.20	10.56	5.36	9.73	4.96	1,63.74	83.40	Eastern Bengal.
5.93	3.51	25.68	15.20	9.70	5.74	10.15	6.00	1,45.89	86.30	
...	..	30	17.10	9	5.20	3	1.10	1.56	88.50	
...	..	24	16.40	4	2.74	2	1.37	1.57	107.50	
1.17	0.06	2,45.36	13.37	95.64	5.21	93.82	5.11	12,16.67	66.30	East Indian.
1.06	0.06	2,34.27	13.45	89.83	5.16	94.11	5.40	11,35.36	65.17	
...	...	1,67.21	12.29	68.11	5.01	57.35	4.22	10,50.66	77.16	
...	...	1,36.17	11.21	61.44	5.06	58.11	4.79	*9,26.22	76.31	
†	†	†	†	†	†	†	†	6.62	45.00	Great Indian Peninsula.
†	†	†	†	†	†	†	†	4.11	47.03	
...	...	9.82	10.16	6.03	6.22	3.44	3.56	54.67	56.46	Jodhpur.
...	...	8.56	10.15	5.77	6.84	3.43	4.08	53.43	63.40	

†Separate figures, under each Abstract, are not furnished.

*The details by abstracts work up to 9,26.59 which are inclusive of Darhwa Pusad Railway figures, separate figures for which are not available, vide † also.

[In thousands of rupees.]

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—concl'd.										
Madras and Southern Mahratta.	5' 6"	1930-31 .	49,20	10.40	1,03,83	22.10	31,91	6.77	..	..
		1931-32 .	42,18	9.45	93,65	21.00	25,82	5.78	..	..
	3' 3½"	1930-31 .	41,48	11.40	75,12	20.70	30,30	8.35	..	..
		1931-32 .	43,34	12.20	72,68	20.50	19,65	5.54	..	..
Nizam's State.	5' 6"	1930-31 .	13,74	9.79	19,44	13.85	9,62	6.85	..	..
		1931-32 .	16,32	11.82	19,30	13.99	9,42	6.83	..	..
	3' 3½"	1930-31 .	19,09	20.45	16,70	17.89	6,50	6.97	..	..
		1931-32 .	14,55	18.52	15,91	20.25	5,91	7.52	..	..
North Western (Commercial.)	5' 6"	1930-31 .	2,84,34	18.69	3,69,00	24.25	1,58,70	10.43	..	..
		1931-32 .	2,57,79	19.04	3,05,00	22.52	1,36,42	10.08	..	..
	2' 6"	1930-31 .	15,58	41.29	16,45	43.60	4,08	10.82	..	..
		1931-32 .	12,72	37.62	14,36	42.49	4,36	12.90	..	..
North Western (Military)	5' 6"	1930-31 .	54,06	38.59	63,79	45.53	21,55	15.33	..	..
		1931-32 .	49,22	39.09	49,58	39.38	19,20	15.25	..	..
	2' 6"	1930-31 .	10,07	129.27	7,31	93.84	2,32	29.78	..	..
		1931-32 .	8,72	150.17	7,04	121.06	2,04	34.98	..	..
	(a) 2' 0"	1930-31 .	5,98	..	1,89	..	1,04	..	..	..
		1931-32 .	..	..	..	..	..	..	..	..
North Western (Total) ..		1930-31 .	3,70,03	21.67	4,58,44	26.85	1,87,69	11.00	..	..
		1931-32 .	3,28,45	21.62	3,75,98	24.74	1,62,02	10.66	..	..
Rohilkund and Kumaon	3' 3½"	1930-31 .	8,85	13.50	11,00	16.77	4,18	6.37	..	..
		1931-32 .	8,27	13.38	10,89	17.61	2,91	4.70	..	..
South Indian	5' 6"	1930-31 .	†	†	†	†	†	†	..	..
		1931-32 .	†	†	†	†	†	†	..	..
	3' 3½"	1930-31 .	†31,29	†13.27	†1,28,69	†21.01	†31,69	†5.16	..	..
		1931-32 .	†64,58	†11.49	†1,24,78	†22.20	†24,03	†4.27	353	0.63
	2' 6"	1930-31 .	†	†	†	†	†	†	..	..
		1931-32 .	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	..	1930-31 .	15,94,65	15.51	22,35,22	21.73	9,60,23	9.34	1,35,48	1.32
		1931-32 .	14,35,80	15.23	19,58,96	20.77	8,48,80	9.00	1,37,06	1.45

* Including Replacement and Renewal or Appropriation to Depreciation Fund as the case may be.

† Included with 3' 3½" gauge.

‡ Includes 5'—6" and 2'—8" Gauges.

(a) The line was dismantled in October 1923.

system for the years 1930-31 and 1931-32—contd.

[In thousands of rupees.]

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	
..	..	35,69	7.58	22,01	4.67	20,99	4.46	2,63,63	56.00	CLASS I—concl'd.
..	..	34,86	7.81	21,60	4.84	20,09	4.51	2,38,20	53.40	Madras and Southern Mahratta.
5,35§	1.47	34,43	9.48	18,85	5.19	13,06	3.60	2,18,59§	60.20	
6,44§	1.81	31,37	8.85	18,75	5.29	13,22	3.72	2,05,45§	57.90	
..	..	11,02	7.85	7,26	5.17	3,21	2.29	64,29	45.80	
..	..	10,21	7.39	8,01	5.81	3,37	2.44	66,63	48.28	Nizam's State.
..	..	8,34	8.93	7,23	7.74	2,82	3.02	60,68	65.00	
..	..	8,52	10.85	7,38	9.38	2,96	3.77	55,23	70.29	
..	..	1,66,22	10.92	78,95	5.19	64,99	4.27	11,22,20	73.75	
..	..	1,55,97	11.45	73,89	5.46	65,26	4.82	9,93,43	74.10	North Western (Commercial).
1,40	3.71	6,58	17.44	1,74	4.61	65	1.72	46,48	123.19	
45	1.35	6,61	19.54	1,61	4.79	1,85	5.47	41,96	124.15	
..	..	23,94	17.09	13,53	9.66	7,63	5.45	1,34,50	131.70	
..	..	22,22	17.65	12,29	9.76	7,18	5.70	1,59,69	126.84	North Western (Military).
..	..	2,71	34.79	1,37	17.58	42	5.39	24,20	310.65	
7	1.16	2,32	40.09	1,12	19.34	39	6.69	21,70	373.49	
..	..	..	..	..	..	..	..	8,91	..	
..	..	..	..	..	..	..	..	..	..	North Western (Total.)
1,40	0.08	1,99,45	11.68	95,59	5.60	73,69	4.32	13,86,29	81.20	
52	0.03	1,86,22	12.26	88,91	5.85	74,68	4.91	12,16,78	90.97	
..	..	6,19	9.45	4,27	6.51	—8	—0.12	34,41	52.48	Rohilkund and Kumaon.
..	..	6,07	9.82	4,13	6.68	..	..	32,27	52.19	
†	†	†	†	†	†	†	†	99,90	54.14	
†	†	†	†	†	†	†	†	97,52	57.40	
†4,63	†0.76	†57,35	†9.36	†31,83	†5.21	†29,21	†4.77	2,60,19	61.29	South Indian.
†2,73	†0.48	†50,59	†9.00	†31,21	†5.55	†21,96	†3.91	2,21,54	56.90	
†	†	†	†	†	†	†	†	4,55	132.65	
†	†	†	†	†	†	†	†	4,35	143.60	
45,67	0.44	12,15,65	11.82	5,49,54	5.34	4,57,36	4.44	72,00,42	70.01	TOTAL CLASS I RAILWAYS.
40,45	0.43	11,05,09	11.72	5,21,34	5.53	4,63,10	4.91	65,14,34	69.08	

† Includes 5' 6" and 2' 6" gauges.

§ Includes Harbour expenditure.

(In thousands of rupees.)

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light . . .	2' 6"	1930-31 .	1,85	8.83	5,08	24.25	1,05	5.00	..	..
		1931-32 .	1,60	7.87	4,41	21.70	1,04	5.10	..	..
Bengal Doonars . . .	3' 3½"	1930-31 .	4,72	19.91	2,43	10.25	70	2.94	..	..
		1931-32 .	3,45	18.16	1,75	9.21	66	3.47	..	..
Bhavnagar State . .	3' 3½"	1930-31 .	3,37	11.19	6,66	22.13	1,22	4.06	..	..
		1931-32 .	3,16	10.42	6,28	20.73	1,80	5.94	..	..
Bikaner State . . .	3' 3½"	1930-31 .	6,66	13.74	12,45	25.67	4,04	8.34	..	..
		1931-32 .	6,76	16.21	11,14	26.71	3,77	9.04	..	..
Darjeeling-Himalayan .	2' 0"	1930-31 .	1,40	9.07	3,22	20.92	96	6.22	..	..
		1931-32 .	§1,94	§10.37	§3,73	§19.95	§89	§4.76	..	..
Dibru-Sadiya . . .	3' 3½"	1930-31 .	3,23	10.20	5,31	16.77	2,60	8.20	..	..
		1931-32 .	3,06	12.40	4,41	17.92	2,22	9.00	..	..
Gaekwar's Baroda State.	2' 6"	1930-31 .	3,31	14.96	4,03	18.24	1,61	7.29	..	..
		1931-32 .	3,24	14.88	3,84	17.68	1,60	7.32	..	..
Gondal . . .	3' 3½"	1930-31 .	4,50	18.26	4,98	20.17	1,12	4.54	..	..
		1931-32 .	4,90	19.91	5,82	23.61	1,35	5.48	..	..
Howrah-Amta Light . .	2' 0"	1930-31 .	2,23	21.25	1,63	15.53	90	8.59	..	..
		1931-32 .	1,92	19.41	1,79	18.06	1,13	11.40	..	..
Jamnagar and Dwarka . .	3' 3½"	1930-31 .	2,69	18.63	3,88	26.87	78	5.39	..	..
		1931-32 .	4,04	29.08	3,58	25.79	71	5.13	..	..
Junagad State . . .	3' 3½"	1930-31 .	2,71	19.60	3,13	22.59	70	5.04	..	..
		1931-32 .	2,22	16.45	3,20	23.67	77	5.68	..	..
Morvi . . .	3' 3½"	1930-31 .	3,01	14.81	4,69	23.04	1,11	5.45	..	..
		1931-32 .	3,86	21.70	2,90	16.32	74	4.14	..	..
Mysore . . .	3' 3½"	1930-31 .	5,71	18.92	8,02	26.64	2,42	8.03	..	..
		1931-32 .	5,07	18.03	7,80	27.74	1,61	5.70	..	..
	2' 6"	1930-31 .	1,07	31.28	1,20	35.09	42	12.28	..	..
		1931-32 .	46	16.14	74	26.27	13	4.84	..	..
	2' 0"	1930-31 .	4	8.00	10	20.00	2	4.00	..	..
		1931-32 .	6	14.07	9	23.24	1	3.28	..	..
Shahdara (Delhi) Saharapur Light.	2' 6"	1930-31 .	80	8.87	1,17	13.05	32	3.62	..	..
		1931-32 .	83	9.94	1,05	12.68	31	3.72	..	..
TOTAL CLASS II RAILWAYS	..	1930-31 .	47,30	14.59	67,98	20.97	19,97	6.16	..	..
		1931-32 .	46,57	15.74	62,53	21.14	18,74	6.33	..	..

* Including Replacement and Renewal or Appropriation to Depreciation Fund as the case may be.
 § Includes the Darjeeling Himalayan Extension Rly.

System for the years 1930-31 and 1931-32 (In thousands of rupees)—contd.

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	
..	..	2.13	10.17	2.64	12.63	92	4.39	13.67	65.27	CLASS II.
..	..	1.96	9.64	3.16	15.58	82	4.02	12.99	63.91	Barsi Light.
21	0.89	2.23	9.41	2.07	8.73	72	3.04	13.08	55.17	Bengal Dooars.
17	0.89	2.19	11.53	2.03	10.68	60	3.16	10.85	57.10	
..	..	4.20	13.97	2.26	7.51	84	2.79	18.55	61.65	Bhavnagar State.
..	..	3.85	12.72	2.27	7.50	95	3.13	18.31	60.44	
..	..	5.24	10.80	2.79	5.76	87	1.80	32.05	66.11	Bikaner State.
..	..	4.10	9.83	2.78	6.66	1.14	2.73	29.69	71.18	
..	..	2.47	16.03	1.35	8.79	1.30	8.49	513.20	554.64	Darjeeling Himalayan.
..	..	53.13	16.73	1.5	9.89	1.25	6.69	512.79	568.39	
..	..	2.42	7.64	1.70	5.37	11	0.35	15.37	48.53	Dibru-Sadiya.
..	..	2.37	9.20	1.52	6.16	8	0.32	13.66	55.37	
..	..	3.51	15.85	2.05	9.27	40	1.80	18.51	83.69	Gaekwar's Baroda State.
..	..	3.08	14.16	2.01	9.25	13.96	18.22	17.73	81.51	
..	..	2.81	11.38	1.32	5.35	41	1.68	15.14	61.38	Gondal.
..	..	2.74	11.15	1.18	4.78	46	1.87	16.45	66.80	
..	..	1.87	17.82	67	6.38	39	3.80	7.69	73.37	Howrah-Amta Light.
..	..	1.76	17.83	65	6.59	34	3.46	7.59	76.75	
..	..	1.80	12.46	1.16	8.01	45	3.15	10.76	74.51	Jamnagar and Dwarka.
..	..	1.76	12.70	1.14	8.17	44	3.18	11.67	84.05	
..	..	1.94	14.01	99	7.19	31	2.22	9.78	70.65	Junagad State.
..	..	2.01	14.88	1.04	7.70	43	3.15	9.67	71.53	
..	..	1.98	9.73	69	3.41	84	4.14	12.32	60.58	Morvi.
..	..	2.11	11.86	71	3.99	—8	—0.47	10.24	57.54	
..	..	4.60	15.26	2.47	8.20	1.07	3.56	24.29	80.62	
..	..	4.22	15.01	2.15	7.61	1.16	4.14	22.01	78.24	
..	..	53	15.50	28	8.19	14	4.09	3.64	106.43	Mysore.
..	..	42	14.90	21	7.49	11	3.93	2.07	73.40	
..	..	7	14.00	4	8.00	2	4.00	29	58.06	
..	..	6	14.51	3	7.36	2	4.30	27	66.76	
..	..	1.17	13.01	53	5.91	28	3.18	4.27	47.64	Shahdara (Delhi) Sahasranpur Light.
..	..	1.01	12.09	50	6.06	29	3.54	3.99	48.03	
21	0.06	33.97	12.02	23.91	7.10	9.07	2.80	2,12.61	65.57	TOTAL CLASS II RAILWAYS.
17	0.06	36.77	12.43	23.23	7.85	11.97	4.05	1,99.98	67.60	

† Includes Rs. 3.60 on account of contribution to Depreciation Fund.

§ Includes the Darjeeling Himalayan Extension Railway.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural works.		Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Aden	3' 3½"	1930-31 .	†	†	†	†
		1931-32 .	†	†	†	†
Ahmadpur-Katwa	2' 6"	1930-31 .	39	33·32	42	36·42
		1931-32 .	26	23·28	28	25·78
Arrah-Sasaram Light	2' 6"	1930-31 .	1,23	29·36	71	17·07
		1931-32 .	1,26	32·51	64	16·53
Bankura-Damoodar River	2' 6"	1930-31 .	79	48·48	71	43·73
		1931-32 .	56	36·84	59	39·43
Baraset-Basirhat Light	2' 6"	1930-31 .	1,36	23·56	1,44	25·14
		1931-32 .	1,20	21·53	1,47	26·36
Bengal Provincial	2' 6"	1930-31 .	28	18·02	51	32·82
		1931-32 .	24	17·68	39	29·72
Bukhtiarpur-Bihar Light	2' 6"	1930-31 .	84	25·35	68	20·49
		1931-32 .	1,13	27·99	97	23·77
Burdwan-Katwa	2' 6"	1930-31 .	50	25·69	62	32·28
		1931-32 .	37	20·92	48	26·79
Cutch State	2' 6"	1930-31 .	15	12·43	29	23·69
		1931-32 .	19	13·31	35	25·02
Dehri-Rohtas Light	2' 6"	1930-31 .	31	13·34	65	28·14
		1931-32 .	27	14·14	52	27·58
Dholpur-State	2' 6"	1930-31 .	23	11·87	53	28·17
		1931-32 .	16	11·03	45	30·52
Futwah-Islampur	2' 6"	1930-31 .	42	26·22	30	18·93
		1931-32 .	37	27·03	29	21·33

* Including Replacement and Renewal or Appropriation to Depreciation Fund as the case may be.

† Information not furnished, as the line has been dismantled.

System for the years 1930-31 and 1931-32 (in thousands of rupees)—contd.

Expenses of Traffic Department.		Expenses of General Department.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	
								CLASS III.
†	†	†	†	†	†	6	300.00	Aden.
†	†	†	†	†	†	†	†	
30	26.01	20	17.25	5	3.96	1.36	117.21	Ahmadpur-Katwa.
23	20.44	19	17.01	1	1.41	97	87.92	
49	11.72	33	7.78	9	2.24	2.85	68.17	Arrah-Sasaram Light.
53	13.62	32	8.36	7	1.69	2.82	72.89	
41	25.45	36	21.38	5	3.27	2.32	142.81	Bankura-Damodar River.
34	22.23	32	21.32	3	2.13	1.84	121.95	
99	17.16	47	8.15	17	2.94	4.43	76.95	Baraset-Basirhat Light.
1.00	18.00	46	8.25	14	2.53	4.27	76.67	
30	19.22	22	14.12	1	1.39	1.32	85.57	Bengal Provincial.
25	19.02	20	15.10	2	1.09	1.10	82.61	
49	14.69	27	8.30	7	1.99	2.35	70.82	Bukhtiarpur-Bihar Light.
55	13.53	28	7.02	5	1.31	2.98	73.62	
37	18.80	23	11.84	3	1.57	1.75	90.18	Burdwan-Katwa.
34	18.88	24	13.21	4	2.16	1.46	81.96	
11	8.76	10	8.67	..	0.25	65	53.80	Cutch State.
15	10.74	14	9.58	..	0.19	83	58.84	
22	9.26	25	10.84	3	2.19	1.48	63.77	Dehri-Rohas Light.
18	9.52	25	13.53	3	1.70	1.25	66.47	
19	9.78	16	8.26	2	0.86	1.13	58.94	Dholpur-State.
18	12.05	15	10.25	2	1.16	96	65.01	
23	14.54	16	9.78	3	1.69	1.14	71.16	Fatwah-Islampur.
23	17.07	15	11.28	3	1.75	1.07	78.46	

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—concd.						
Gwalior Light	2' 0"	1930-31	96	13.88	2,44	35.33
		1931-32	83	11.98	2,32	33.68
Howrah-Sheakhala Light	2' 0"	1930-31	66	26.96	60	24.45
		1931-32	48	22.97	51	24.74
Jagadhri Light	2' 0"	1930-31	2	8.59	7	41.17
		1931-32	1	7.59	5	41.26
Jessore-Jhenidah	2' 6"	1930-31	†	†	†	†
		1931-32	11	17.62	36	58.27
Jorhat (Provincial)	2' 0"	1930-31	†	†	†	†
		1931-32	31	21.39	55	37.18
Kalighat-Falta	2' 6"	1930-31	45	18.20	1,00	40.55
		1931-32	43	17.66	76	31.22
Kulasekarapatnam Light	2' 0"	1930-31	22	17.10	57	43.89
		1931-32	26	22.73	50	44.12
Matheran Light	2' 0"	1930-31	2	2.00	51	51.00
		1931-32	6	5.88	39	38.24
Porbandar State	3' 3½"	1930-31	34	21.91	1,35	48.30
		1931-32	48	14.04	1,39	40.64
Tezpur-Balipara	2' 6"	1930-31	27	15.04	55	30.89
		1931-32	32	18.58	54	30.37
Trivellore Light	2' 0"	1930-31	..	9.22	3	77.94
		1931-32	..	1.73	3	89.06
Udaipur-Chitorgarh	3' 3½"	1930-31	1,12	19.46	1,72	29.83
		1931-32	75	13.00	1,87	32.47
TOTAL CLASS III RAILWAYS		1930-31	11,06	20.47	16,20	29.98
		1931-32	10,05	19.28	15,70	30.13

*Including Replacement and Renewal or Appropriation to Depreciation Fund as the case may be.

†Information not furnished.

System for the years 1930-31 and 1931-32 (in thousands of rupees)—concl'd.

Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings	
8	9	10	11	12	13	14	15	16
62	9.06	66	9.65	33	4.75	5.01	72.67	CLASS III—concl'd.
60	8.62	64	9.22	36	5.22	4.75	68.73	Gwalior Light.
33	13.70	26	10.83	7	2.87	1.92	78.81	Howrah-Sheakhala Light.
37	18.07	26	12.57	8	3.46	1.70	81.81	
5	29.33	3	14.44	..	0.03	17	93.56	Jagadhri Light.
4	29.69	2	18.03	..	0.14	12	96.71	
†	†	†	†	†	†	†	†	Jessore-Jhenidah.
12	18.89	15	23.51	4	7.09	78	125.43	
†	†	†	†	†	†	1.76	100.00	Jorhat (Provincial)
44	30.05	16	10.68	3	2.22	1.49	101.52	
54	21.76	37	15.20	9	3.68	2.45	99.39	Kalighat-Falta.
47	18.98	31	12.57	6	2.54	2.03	82.97	
16	11.99	4	2.73	..	..	99	75.71	Kulasekarapatnam Light.
14	12.58	4	3.65	..	..	95	83.08	
10	10.00	10	10.00	7	7.00	80	80.00	Matheran Light.
12	11.76	12	11.76	6	5.88	75	73.52	
45	11.66	47	12.76	11	2.97	3.72	97.00	Porbandar State.
35	10.23	46	13.45	12	3.51	2.80	81.87	
30	17.05	21	14.49	5	2.79	1.38	77.26	Tezporo-Balipara.
30	16.58	21	11.12	3	2.14	1.40	78.79	
1	30.04	1	18.00	..	0.59	5	141.79	Trivellore Light.
1	40.80	1	18.70	..	20.90	5	187.00	
49	8.46	28	4.79	13	2.26	3.74	64.80	Udaipur-Chitorgar h
48	8.37	30	5.16	11	1.95	3.50	60.95	
7.15	13.23	5.18	9.59	1.42	2.63	42.83	79.27	TOTAL CLASS III RAILWAYS.
7.42	14.24	5.37	10.31	1.33	2.55	39.87	76.51	

STATISTICAL STATEMENTS.

8.—*Mileage*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1932.				TRACK MILEAGE OPEN ON 31st MARCH 1932.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam-Bengal—	3' 3½"	1-7-95	1,131.43	..	..	1,131.43	1,131.43	227.20	15.59	1,374.22
	Chaparmukh-Silighat . . .	3' 3½"	30-3-20	50.81	..	..	50.81	50.81	3.60	..	54.41
	Katakhal Lalabazar . . .	3' 3½"	1-4-23	23.49	..	..	23.49	23.49	1.04	..	24.53
	Mymensingh-Bhairab Bazar . . .	3' 3½"	20-6-17	100.68	..	..	100.68	100.68	18.92	0.36	119.96
	Total—1 . . .			1,306.41	..	..	1,306.41	1,306.41	250.76	15.95	1,573.12
2	Bengal and North Western—	3' 3½"	2-4-84	1,270.37	..	..	1,270.37	1,270.37	281.28	16.46	1,568.11
	Mashrak to Thawe . . .	3' 3½"	12-1-31	39.32	..	..	39.32	39.32	..	..	39.32
	Tirhoot	3' 3½"	1-11-75	792.73	10.05	..	802.78	812.83	191.01	8.74	1,012.58
	Total—2 . . .			2,102.42	10.05	..	2,112.47	2,122.52	472.29	25.20	2,620.01
3	Bengal-Nagpur—	5' 6"	6-4-80	2,167.77	250.58	..	2,418.35	2,668.93	636.71	133.35	3,438.99
	Annupur-Manendragadh . . .	5' 6"	17-6-28	53.85	..	..	53.85	53.85	3.18	1.75	58.78
	Mayurbhanj	2' 6"	20-1-05	70.64	..	..	70.64	70.64	3.61	0.19	74.35
	Parlakimedi Light . . .	2' 6"	1-4-00	56.30	..	..	56.30	56.39	3.16	..	59.46
	Parulia-Ranchi	2' 6"	15-11-07	116.54	..	..	116.54	116.54	10.91	0.05	127.50
	Raipur-Dhamtari	2' 6"	10-9-00	56.94	..	..	56.94	56.94	4.61	0.65	62.20
	Satpura	2' 6"	18-4-03	625.70	..	..	625.70	625.70	63.34	12.33	701.37
	Tumsar-Tirodi Light . . .	2' 0"	1-4-16	18.74	..	..	18.74	18.74	1.61	..	20.35
	Total—3 . . .			3,166.48	250.58	..	3,417.06	3,667.64	727.13	148.23	4,543.00

Statement for the year 1931-32.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1931-32.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1932.				Classification.	Name of Railway.	
Section.	Miles.	SANCTIONED BUT NOT COM- MENCED.		UNDER CONSTRUCTION.				
		Section.	Miles.	Section.	Miles.			
13	14	15	16	17	18	19	20	
Chittagoag to Do- hazari.	25.05	..	..	..	..	State line.	Assam Bengal.	
..	..	..	..	..	..	} Branch lines under gua- rantee terms	Chaparmukh-Silghat.	
..	..	..	..	..	..		Katakhal-Lalabazar.	
..	..	..	..	..	..		Branch line under gua- rantee and rebate terms	Mymensingh-Bhairab Bazar.
	25.05		..		..		Total—1.	
..	..	..	..	..	..	} Line subsidized by the Government of India.* } State lines.	Bengal and North Western.	
..	..	..	..	..	..		Mashrak to Thawe.	
..	..	..	..	..	..		Tirhoot.	
	..		..		..		Total—2.	
Titilagarh-Jeruwalli Section of Raipur- Parbatipuram Ry.	74.00	} Contai Road to Contai.	33.95	Birmirapur to	8.29	} State lines.	Bengal Nagpur.	
..	..			Contai, † Guttitanagar.	to		2.57	
..	..			Dharmaband Kharkharee (a).	to			Annupur-Manendragarh.
..	..	..	..	..	..	} Branch line unde reb to terms. Indian State line	Mayurbhanj.	
Varanasi-Guntupur Extension of Parla- kimedi Light Ry.	15.93	..	..	..	..		Patlakimedi Light.	
..	..	..	..	..	..		Putulia-Ranchi.	
..	..	..	..	..	..	} State lines.	Raipur-Dhamteri.	
..	..	..	..	..	..		Setpura.	
..	..	..	..	..	..		Tamsar-Tirodi Light.	
	89.93		33.95		10.86		Total—3.	

* Receives land only from Government.

† Work suspended.

(a) Not opened pending completion of the Dharmaband siding No. 15.

8.—Mileage

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1932.				TRACK MILEAGE OPEN ON 31st MARCH 1932.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1.	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5' 6"	10-2-60	776.27	239.59	*19.44	1,035.30	1,332.94	345.82	107.48	1,786.24
	Nagda-Ujjain	5' 6"	15-7-96	34.79	..	..	34.79	34.79	2.99	1.86	39.64
	Petlad Cambay (Anand-Tarapur).	5' 6"	5-5-90	21.42	..	..	21.42	21.42	1.28	2.45	25.15
	Petlad Cambay (Tarapur-Cambay).	5' 6"	20-6-01	12.36	..	..	12.36	12.36	1.48	2.33	16.17
	Tapti Valley	5' 6"	1-12-98	155.72	..	..	155.72	155.72	7.51	4.15	167.38
	Bombay, Baroda and Central India (including Palanpur-Dessa).	3' 3½"	14-2-73	1,891.49	2.88	..	1,894.37	1,897.25	381.34	26.90	2,305.49
	Ahmedabad-Parantij . .	3' 3½"	1-5-97	88.73	..	..	88.73	88.73	8.70	1.49	98.92
	Dhrangadra	3' 3½"	1-6-98	40.28	..	..	40.28	40.28	5.68	13.30	59.26
	Gaekwar's Mahesana . .	3' 3½"	21-3-87	256.09	..	..	256.09	256.09	31.32	3.31	290.72
	Jaipur State	3' 3½"	10-11-05	181.11	..	..	181.11	181.11	11.96	..	193.07
	Bombay, Baroda and Central India	2' 6"	23-11-14	72.28	..	..	72.28	72.28	6.99	1.67	80.94
	Champaner-Shivrajpur-Pani	2' 6"	2-2-11	30.68	..	..	30.68	30.68	2.14	5.08	37.90
	Godhra-Lunavada . . .	2' 6"	4-2-13	25.49	..	..	25.49	25.49	1.78	0.85	28.12
	Nadiad-Kapadvanj . . .	2' 6"	5-3-13	28.18	..	..	28.18	28.18	3.48	1.33	32.99
	Rajpipla State	2' 6"	1-7-97	58.06	..	..	58.06	58.06	3.01	0.99	62.06
	Piplod-Devgad Baria . .	2' 6"	1-1-29	9.52	..	..	9.52	9.52	0.55	1.02	11.09
Total—4				3,682.47	242.47	19.44	3,944.38	4,244.90	816.03	174.21	5,235.14
5	Burma	3' 3½"	1-5-77	1,850.40	206.85	..	2,057.25	2,264.10	454.24	119.67	2,838.01

*0.26 miles triple and 19.18 miles, quadruple.

Statement for the year 1931-32—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1931-32.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1932.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India—
..	..	..	..	..	..	Indian State lines.	Nagda-Ujjain.
..	..	..	..	..	..		Petlad Cambay (Anand Tarapur).
..	..	..	..	..	..		Petlad Cambay (Tarapur-Cambay).
..	..	..	..	..	..		Tapti Valley.
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India (including Palanpur-Dessa).
..	..	..	..	..	..	Branch line under rebate terms.	Ahmedabad-Parantij.
..	..	Halvad to Malia ..	26-00	..	..	Indian State lines.	Dhrangadra.
..	..	Khalipur to Khakhals	17-22	..	..		
..	..	Wagrod to Khareda	12-44	..	..		Gachwar's Mehsana.
..	..	Vijapur to Ransipur	14-01	..	..		
..	..	..	..	..	..		Jaipur State.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch lines under rebate terms.	Champaner-Shivrajpur. Pan.
..	..	..	..	..	..		Godhra-Lunavada.
..	..	..	..	..	..		Nadiad-Kapadvanj.
..	..	..	..	..	..		Rajpipla State.
Jhagadia to Netrang	18-75	..	..	..	..	Indian State lines.	Etipod-Devgad Baria.
..	..	..	..	..	..		
	18-75		69-67		..		Total—4.
..	..	Trans-Irrawaddy section of Minbu and Pakokku District Rys. (Malun to end).	270-87	Taungdwingyi to Patanago & Irrawaddy Bridge at Sagaing and Approaches.	41-00 4-86	State line.	Burma.
..	..	..	270-87	..	45-86		Total—5.

8.—Mileage
CLASS. I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1932.				TRACK MILEAGE OPEN ON 31st MARCH 1932.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
6	Eastern Bengal—	5' 6"	2-1-62	677-14	145-57	22-60 (quad-ruple).	845-31	1,058-72	241-44	38-65	1,338-81
	Sara-Sirajganj	5' 6"	1-7-15	49-66	..	..	49-66	49-66	28-57	..	78-23
	Eastern Bengal	3' 3 3/4"	28-8-77	975-24	7-29	..	982-53	989-82	308-01	9-21	1,307-04
	Cooch Behar State	3' 3 3/4"	15-9-93	33-09	..	..	33-09	33-09	2-42	0-28	35-79
	Eastern Bengal	2' 6"	18-7-81	17-14	..	..	17-14	17-14	1-28	..	18-42
	Khulna-Bagerhat	2' 6"	10-6-18	19-75	..	..	19-75	19-75	1-95	..	21-70
	Total—6			1,772-02	152-86	22-60	1,947-48	2,168-18	583-67	48-14	3,099-99
7	East Indian—	5' 6"	15-8-54	†3,209-76	886-46	†60-99	4,157-21	5,202-79	1,647-73	203-04	7,054-48
	Hardwar-Dehra	5' 6"	1-3-00	32-04	..	..	32-04	32-04	4-79	..	36-83
	South Bihar	5' 6"	5-7-99	75-82	..	..	75-82	75-82	6-35	..	82-17
	Cawnpore-Burhwal link	3' 3 3/4"	24-11-96	(a) 82-52	..	..	(a) 82-52	(a) 82-52	11-65	1-19	95-36
	Total—7			3,400-14	886-46	60-99	4,347-59	5,393-17	1,670-52	205-13	7,268-82
8	Great Indian Peninsula (b).	5' 6"	18-4-53	2,357-91	772-64	33-39	3,163-94	4,036-75	4,021-31	92-76	5,150-82
	Bhopal-Itarsi (Indian State Section).	5' 6"	1-11-84	56-64	..	..	56-64	56-64	26-00	..	82-64
	Bhopal-Ujjain	5' 6"	11-11-95	113-28	..	..	113-28	113-28	9-21	0-57	123-06
	Bina-Goona-Baran	5' 6"	23-9-95	147-07	..	..	147-07	147-07	10-17	..	157-24
	Datwaha-Pusad	2' 6"	15-12-31	42-65	..	..	42-65	42-65	2-69	..	45-34
	Dhond-Baramatti	2' 6"	20-5-14	27-26	..	..	27-26	27-26	1-25	3-45	28-96
	Ellichpur Yeotmal	2' 6"	1-12-13	117-81	..	..	117-81	117-81	8-72	0-17	126-70
	Pachora-Jamner	2' 6"	1-4-18	34-76	..	..	34-76	34-76	2-01	0-85	37-62
	Pulgach-Arvi	2' 6"	25-9-17	21-83	..	..	21-83	21-83	0-96	0-54	23-33
	Total—8			2,919-21	772-64	33-39	3,725-24	4,598-05	1,082-32	95-34	5,775-71

† Includes 16-79 miles of mixed (5' 6" and 3' 3 3/4") gauge line between Burhwal and Barabanki.

‡ 30-68 miles triple, 25-41 miles quadruple and 3-26 miles quintuple and 1-74 miles sextuple.

(a) Including the mixed gauge line referred to in the note marked with † above and also 2-18 miles of E. I. Railway metre gauge line at Benares.

(b) Includes Agra-Delhi Chord, Baran Kotah, Bhopal Itarsi, (British section only, viz. 12-26 miles) and Cawnpore-Banda Railways.

Statement for the year 1931-32—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1931-32.		ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1932.				Classification.	Name of Railway.		
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.					
		Section.	Miles.	Section.	Miles.				
13	14	15	16	17	18	19	20		
Kalukhali to Kamarkhali.	26.28	Dacca to Aricha ...	64.00	..	..	State line	Eastern Bengal.—		
Madhukhali to Bhateapara.	26.80								
Central Coalfields* Railway over E. B. Railway.	1.43			..	..	..	..	Branch line under rebate terms.	Sara-Sirajganj.
Tangla to Rowta*	21.60			..	..	Remaining portion of Tangla to Belsiri.	25.18	State line.	Eastern Bengal.
Rowta To Majbat*	5.72								
..	..	..	..	..	..	Indian State line.	Cooch Behar State.		
..	..	..	..	..	..	State line.	Eastern Bengal.		
..	..	..	..	..	..	Branch line under rebate terms.	Khulna-Bagerhat.		
	81.83		64.00		25.18		Total—6.		
Utratia Hydergarh.	0.22	..	..	Sultanpur-Zafarabad Section. Calcutta Chord.	52.68	State line.	East Indian.—		
Hydergarh Sultanpur.	51.46	..	..		..	9.34	..		
..	..	..	..	..	..	Branch line under guarantee terms.	Hardwar-Dehra.		
..	..	..	..	..	..	State line. §	South Bihar.		
..	..	..	..	..	..	State line. ||	Cawnpore-Burhwal link.		
	51.68		..		62.02*		Total—7.		
..	..	**Khamgaon to Chikli	33.50	..	..	State line.	Great Indian Peninsula (b).—		
..	..	**Kartal to Kamasin	58.66	..	..	Indian State lines.	Bhopal-Itarsi (Indian State Section).		
..	..	**Amraoti to Narkhed	79.00	..	..		Bhopal-Ujjain.		
..	..	**Belapur to Sheogaon	45.50	..	..		Bina-Gaona-Baran.		
..	..	..	..	..	..		..		
..	..	..	..	..	..		..		
Darwha to Pusad	42.66	..	..	..	..	State line.	Darwha-Pusad.		
..	..	..	..	..	..	Branch lines under rebate terms.	Dhond-Baramati.		
..	..	..	..	..	..		Ellichpur-Yestmal.		
..	..	..	..	..	..		Pachora-Jamner.		
..	..	..	..	..	..		Pulgaon-Arvi.		
	42.66		221.66		..		Total—8.		

* Open for goods traffic only.

** Construction suspended.

§ Although a leased line, it is for convenience treated as a State line.

|| Under running power agreement the B. and N. W. Ry. company run and haul their trains and traffic over this line.

† The portion of the Tangla Belsiri Rangapora Railway which has not been opened throughout for traffic has not been included in the figures in columns Nos. 5 to 12.

H59CRAcote.

8.—Mileage
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1932.			TRACK MILEAGE OPEN ON 31ST MARCH 1932.				
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
9	Jodhpur—	3' 3½"	24-6-32	752.81	..	..	752.81	752.81	101.09	13.26	867.16
	Jodhpur Hyderabad (British Section).	3' 3½"	18-8-92	174.41	..	..	174.41	174.41	38.05	5.22	217.68
	Mirpur Khas-Khadro . . .	3' 3½"	1-1-12	49.50	..	..	49.50	49.50	3.14	0.48	53.12
	Total—9			976.72	..	..	976.72	976.72	142.28	18.96	1,137.96
10	Madras and Southern Mahratta—	5' 6"	1-7-56	1,066.62	48.17	3.71 (Quadruple).	1,118.50	1,178.10	269.69	9.82	1,457.61
	M. S. Kolar Gold-fields . .	5' 6"	1-6-94	9.88	..	..	9.88	9.88	2.77	3.10	15.75
	Tehali-Repalle	5' 6"	18-3-16	21.41	..	..	21.41	21.41	1.28	..	22.69
	Madras and Southern Mahratta	3' 3½"	24-3-84	*1,661.78	..	..	1,661.78	1,661.78	224.33	2.27	1,888.38
	Alnavar-Dandeli (Provincial) .	3' 3½"	1-2-19	19.12	..	..	19.12	19.12	1.96	..	21.08
	Bangalore-Harihar	3' 3½"	11-8-84	210.49	..	..	210.49	210.49	29.61	..	240.10
	Bezwada-Masulipatam . . .	3' 3½"	4-2-08	51.80	..	..	51.80	51.80	8.96	0.09	60.85
	Hindupur (Yesvantpur Mysore Frontier).	3' 3½"	15-12-92	51.19	..	..	51.19	51.19	4.13	..	55.32
	Kolhapur State	3' 3½"	21-4-91	29.27	..	..	29.27	29.27	1.89	..	31.16
	Sangli State	3' 3½"	1-4-07	4.90	..	..	4.90	4.90	0.42	..	5.32
	West of India Portuguese . .	3' 3½"	17-1-87	51.10	..	..	51.10	51.10	18.28	..	69.38
	Total—10			3,177.86	48.17	3.71	3,229.74	3,289.04	563.32	15.28	3,867.64
11	Nizam's State—	5' 6"	9-10-74	330.18	..	..	330.18	330.18	61.43	10.23	401.94
	Bezwada Extension	5' 6"	10-2-89	21.47	..	..	21.47	21.47	1.53	..	23.00
	Kazipet-Salharshah	5' 6"	1-2-24	145.69	..	..	145.69	145.69	4.76	2.13	152.58
	Karipalli-Kothagudam . . .	5' 6"	21-3-27	24.52	..	..	24.52	24.52	1.30	..	25.82
	Vikarabad-Bidar	5' 6"	14-1-30	56.57	..	..	56.57	56.57	1.46	..	58.03
	Hingoli Branch	3' 3½"	15-5-12	50.31	..	..	50.31	50.31	0.88	..	51.19
	Hyderabad-Godavari Valley .	3' 3½"	21-10-99	377.11	8.54	..	385.65	394.19	60.82	2.29	457.30
	Parbhani-Purli	3' 3½"	16-10-29	39.49	..	..	39.49	39.49	1.24	..	40.73
	Secunderabad-British Frontier	3' 3½"	1-2-16	138.80	9.28	..	148.08	157.36	14.85	0.05	172.26
	Dhone Kurnool	3' 3½"	1-1-09	36.28	..	..	36.28	36.28	3.30	..	39.58
	Total—11			1,220.42	17.82	..	1,238.24	1,256.06	151.57	14.80	1,422.43

* Includes 2.53 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0.54 mile of Dronachellam station yard.

Statement for the year 1931-32—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1931-32.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1932.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COM- MENCED.		UNDER CONSTRUCTION.			
		Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	Phalodi to Pokaran.	33·00	..	..	} Indian State line.	Jodhpur.
..	..	Bilara to Jaitarn	16·00	..	..		Jodhpur Hyderabad (British Section).
..	..	..	..	..	..	State line.	Jodhpur Hyderabad (British Section).
..	..	..	..	..	..	Line subsidized by the Government of India (b).	Mirpur Khas-Khadro.
..	..	..	49·00	..	..		Total—9.
..	..	..	..	..	..	} State lines.	Madras and Southern Mahratta.
..	..	..	..	..	..		Kolar Gold-fields.
..	..	..	..	..	..	District Board line.	Tenali-Rapalla.
..	..	..	..	..	..	} State lines.	Madras and Southern Mahratta.
..	..	..	..	..	..		Alnavat-Dandeli (Provin- cial).
..	..	..	..	..	..		Bangalore-Harihar.
..	..	..	..	..	..	District Board line.	Bezwa-da-Masulipatam.
..	..	..	..	..	..	State line.	Hindupur (Yesvantpur Mysore Frontier).
..	..	..	..	..	..	} Indian State lines.	Kolhapur State.
..	..	..	..	..	..		Sangli State.
..	..	..	..	..	..	Foreign line.	West of India Portuguese.
..	..	..	..	..	..		Total—10.
..	..	..	..	..	..	Indian State Line.	Nizam's State.
..	..	..	..	..	..	State line.	Bezwa-da Extension.
..	..	..	..	..	..	} Indian State lines.	Kazipet-Belharshah.
..	..	Bhadra-chelam Road to Ramaratna.	1·99	..	..		Karipalli-Kothagudam.
..	..	..	..	Mohamadabad Bidar to Udgir.	50·02	} Indian State lines.	Vikarabad-Bidar.
..	..	..	..	Udgir to Purl	50·68		Hingoli Branch.
..	..	..	..	..	..	} Indian State lines.	Hyderabad-Godavari Valley
..	..	..	..	..	..		Parbhani-Purl.
..	..	..	..	..	..	State line.	Secunderabad-British Fron- tier.
..	..	..	..	..	..		Dhone Kurnool.
..	..	..	1·99	..	109·70		Total—11.

(b) Receives land only from Government.

8.—Mileage

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1932.				TRACK MILEAGE OPEN ON 31st MARCH 1932.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12	North Western— . . .	5' 6"	13-5-61	4,812.25	881.49	..	*5,693.74	6,575.23	1,736.86	274.15	8,586.24
	Shahdara Narowal . . .	5' 6"	21-12-26	48.33	..	..	48.33	48.33	1.49	..	49.82
	Amritsar-Patti . . .	5' 6"	21-9-06	54.79	..	..	54.79	54.79	7.44	..	62.23
	Bahawalnagar-Cholistan . .	5' 6"	4-4-28	151.76	..	..	151.76	151.76	7.02	..	158.78
	Jind Panipat (Indian State Section).	5' 6"	1-11-16	25.94	..	..	25.94	25.94	0.86	0.86	27.66
	Jullundur-Mukerian . . .	5' 6"	1-1-15	44.66	..	..	44.66	44.66	3.62	..	48.28
	Phagwara-Rahon . . .	5' 6"	1-4-15	45.59	..	..	45.59	45.59	5.30	..	50.89
	Jammu and Kashmir (Indian State Section).	5' 6"	15-2-90	16.01	..	..	16.01	16.01	3.08	..	19.09
	Khanpur-Chachran . . .	5' 6"	2-7-11	21.98	..	..	21.98	21.98	2.83	..	24.81
	Ludhiana-Dhuri-Jakhal . .	5' 6"	10-4-01	79.59	..	..	79.59	79.59	6.09	..	85.68
	Mandra-Bhaun . . .	5' 6"	1-5-15	46.68	..	..	46.68	46.68	1.95	1.46	50.09
	Rajpura-Bhatinda . . .	5' 6"	1-11-84	107.78	..	..	107.78	107.78	20.86	0.08	128.72
	Sialkot-Narowal . . .	5' 6"	10-11-15	38.60	..	..	38.60	38.60	5.89	..	44.49
	Sirhind-Rupar . . .	5' 6"	26-2-28	30.96	..	..	30.96	30.96	3.67	0.93	35.56
	Jacobabad-Kashmor . . .	2' 6"	1-12-14	76.46	..	..	76.46	76.46	3.98	..	80.44
	Kalka-Simla . . .	2' 6"	9-11-03	59.92	..	..	59.92	59.92	8.30	1.83	70.65
	Kangra Valley . . .	2' 6"	1-12-28	102.99	..	..	102.99	102.99	9.21	1.15	113.35
	Zhob Valley . . .	2' 6"	1-1-21	173.84	..	..	173.84	173.84	12.54	..	186.38
	Kohat-Thal . . .	2' 6"	1-4-03	61.86	..	..	61.86	61.86	6.39	4.22	72.47
	Larkana-Jacobabad . . .	2' 6"	16-2-22	53.22	..	..	53.22	53.22	3.25	..	56.47
	Trans Indus (Kalabagh-Banna)	2' 6"	15-6-13	157.48	..	..	157.48	157.48	21.72	12.72	191.92
	Total—12 . . .			6,210.69	881.49	..	7,092.18	7,973.67	1,872.35	297.40	10,143.42

* Includes 51.95 miles of Mirjawa-Duzdap section worked by the N. W. Rly. at the cost of the Military Department.

Statement for the year 1931-32—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1931-32.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1932.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
Tando Adam to Nawab Shah.	53.80	..	..	Lyallpur to Chanay wala. †	109.84	State line.	North Western
Tharushah to Sakrand.	66.06						
Shahpur to Khushab.	6.00					Branch line under guaran- tee terms with the Pun- jab Govt.	Shahdara-Narowal.
Chhinikhichi to Chiniot.	3.44			Qadian to Beas †	29.58		Amritsar-Pattd.
..	..	..	..	..	..	Branch line under re- bate terms.	Bahawalnagar-Cholistar.
..	..	..	..	..	..		Jind Pakipat (Indian State Section).
..	..	..	..	..	..	Indian State lines.	Jullundur-Makertan.
..	..	..	..	..	..		Phagwara-Rahon.
..	..	..	..	..	..	Branch lines under re- bate terms.	Jammu and Kashmir (Indian State Section).
..	..	..	..	..	..		Khanpur-Chachran.
..	..	..	..	..	..	Indian State lines.	Ludhiana-Dhuri-Jakhal.
..	..	..	..	..	..		Mandla-Bhaun.
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	..	..	Indian State line.	Rajpura-Bhatinda.
..	..	..	..	..	..	Branch line under re- bate terms.	Sialkot-Narowal.
..	..	..	..	..	..	Indian State line.	Sirhind-Rupar.
..	..	..	..	..	..	Branch line under re- bate terms.	Jacobabad Kashmir.
..	..	..	..	..	..	State lines.	Kalka-Simla.
..	..	..	..	..	..		Kangra Valley.
..	..	..	..	..	..		Zhob Valley.
..	..	..	..	..	..		Kohat-Thal.
..	..	..	..	..	..	Branch line under rebate terms.	Larkana-Jacobabad.
Kalabagh Bridge..	1.78	..	..	..	..	State line.	Trans Indus (Kalabagh- Bannu).
	131.08		..		139.42		Total—12.

†Work suspended.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1932.				TRACK MILEAGE OPEN ON 31ST MARCH 1932.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
13	Rohilkund and Kumaon—	3' 3½"	12-10-84	258.72	..	..	258.72	258.72	33.76	2.46	294.94
	Lucknow-Bareilly . .	3' 3½"	12-10-84	310.90	1.16	..	312.06	313.22	60.57	11.40	385.19
	Total—13 .			569.62	1.16	..	570.78	571.94	94.33	13.86	680.13
14	South Indian — . . .	5' 6"	23-5-60	599.03	..	..	599.03	599.03	131.63	1.50	732.16
	South India . . .	3' 3½"	15-7-61	1,447.91	4.84	15.55	1,468.30	1,504.24	344.55	15.62	1,864.41
	Nilgiri . . .	3' 3½"	15-6-99	28.96	..	..	28.96	28.96	4.63	..	33.59
	Peralam-Karaikkal . .	3½ 3½"	14-3-98	14.65	..	..	14.65	14.65	2.12	..	16.77
	Podanur-Pollachi . . .	3' 3½"	15-10-15	25.04	..	..	25.04	25.04	3.75	..	28.79
	Pondicherry . . .	3' 3½"	15-12-79	7.85	..	..	7.85	7.85	2.14	0.13	10.17
	Shoranur Cochin . . .	3' 3½"	2-6-02	64.75	..	..	64.75	64.75	10.11	2.01	76.87
	Tinnevely-Tiruchendur .	3' 3½"	24-2-23	38.18	..	..	38.18	38.18	3.95	..	42.13
	Travancore (British Section) .	3' 3½"	1-6-02	50.42	..	..	50.42	145.14	25.47	0.29	174.90
	Travancore (Indian State Section).	3' 3½"	1-6-04	98.72	..	..	98.72				
	Morappur-Hosur . . .	2' 6"	18-1-06	73.30	..	..	73.30	73.30	4.40	..	77.70
	Tirupattur-Krishnagiri . .	2' 6"	18-9-05	25.38	..	..	25.38	25.38	2.51	..	27.89
	Total—14 .			2,474.19	4.84	15.55	2,494.58	2,530.52	535.26†	19.60	3,085.38
Total Class I .				34,829.05	3,475.39	155.68	38,460.12	42,362.92	9,716.07	1,211.77	53,290.76

† Includes 0.62 miles Broad Gauge and 8.27 miles metre Gauge worked by private owners.

Statement for the year 1931-32—contd.

RAILWAYS—concl'd.

ROUTE MILEAGE OPENED DURING THE YEAR 1931-32.		ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1932.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Line subsidized by the Government of India.	Rohilkund and Kumaon—
..	..	..	..	..	..	State line.	Lucknow-Bareilly.
	..		..		..		Total—13.
..	..	..	..	..	..	..	South Indian—
Chinnasalem to Vriddhachalam.	31.76	..	..	Pollachi to Palghat	33.51	State line.	South Indian.
..	..	..	..	..	..	State line.	Nilgiri.
..	..	..	..	..	..	Foreign line.	Peralam-Karaikkal.
..	..	..	..	..	..	District Board line.	Podanur-Pollachi.
..	..	..	..	..	..	Foreign line.	Pondicherry.
..	..	..	..	..	..	Indian State line.	Sheranur Cochin.
..	..	..	..	..	..	District Board line.	Tinnevely-Trichendur.
..	..	..	..	..	..	State line.	Travancore (British Section).
Trivandrum to Thambanur.	3.52	..	..	..	..	State line.*	Travancore (Indian State Section).
..	..	..	..	..	..	} State lines.	Motappur-Hosur.
..	..	..	..	..	..		Tirupattur-Krishnagiri.
	35.28		..		33.51		Total—14.
	492.35		711.14		426.55		Total Class I.

* Although the property of the Travancore Durbar, it is treated as State line.

8.—*Mileage Statement*
CLASS II

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1932.	TRACK MILEAGE OPEN ON 31st MARCH 1932.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
CLASS II RAILWAYS.								
1	Barai Light	2' 6"	1-3-97	202.57	202.57	22.05	224.62	Line subsidized by the Government of India.*
2	Bengal Doars	3' 3½"	15-1-93	33.71	33.71	7.35	41.06	Line subsidized by District Board.
	Bengal Doars Extensions	3' 3½"	20-4-00	121.25	121.25	17.67	138.92	Line subsidized by the Government of India.*
	Total—2			154.96	154.96	25.02	179.98	
3	Bhavnagar State	3' 3½"	20-12-80	307.01	307.01	49.04	356.05	Indian State Lines.
4	Bikaner State	3' 3½"	9-12-91	795.85	795.85	80.10	875.95	
5	Darjeeling Himalayan	2' 0"	23-8-80	51.00†	51.07	10.68	61.75	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions	2' 0"	16-3-14	95.44	95.44	4.69	100.13	Branch line under rebate terms.
	Total—5			146.44†	146.51	15.37	161.88	
6	Dibru-Sadiya	3' 3½"	15-8-82	86.02	86.02	28.16	114.18	Line subsidized by Local Government.
	Ledo and Tikak Margherita	3' 3½"	17-2-84	5.50	5.50	25.32	30.82	Unassisted Company's line.
	Total—6			91.52	91.52	53.48	145.00	
7	Gaekwar's Baroda State	2' 6"	8-4-73	333.06	333.06	55.29	388.35	Indian State lines.
	Bodoli Chhota Udaipar	2' 6"	1-12-17	22.67	22.67	3.03	25.70	
	Total—7			355.73	355.73	58.32	414.05	
8	Gondal	3' 3½"	19-1-81	106.24	106.24	15.07	121.31	Indian State lines.
	Jetalpur-Rajkot	3' 3½"	12-4-93	46.21	46.21	8.26	54.47	
	Khijadiya-Dhari	3' 3½"	1-3-13	37.22	37.22	4.47	41.69	
	Total—8			189.67	189.67	27.80	217.47	
9	Howrah-Amra Light	2' 0"	1-7-97	43.87	43.87	6.36	50.23	Line subsidized by District Board. Branch line under guarantee and rebate terms.
10	Jamnagar-Dwarka	3' 3½"	7-11-22	65.92	65.92	3.99	69.91	
	Jamnagar	3' 3½"	8-4-97	154.22	154.22	12.24	166.46	
	Okhamandal	3' 3½"	15-11-22	37.21	37.21	4.96	42.17	Indian State lines.
	Total—10			157.35	157.35	21.19	178.54	
11	Junagad State	3' 3½"	1-9-88	148.33‡	148.33‡	18.75	167.08	
12	Morvi	3' 3½"	4-3-05	102.33	102.33	14.08	116.41	Line guaranteed by Indian State.
13	Mysore	3' 3½"	1-12-99	312.33	312.33	41.83	354.16	
	Bangalore-Chik Ballapur Light	2' 6"	15-9-14	38.63	38.63	4.95	107.15	
	Kolar District	2' 6"	15-12-13	63.57	63.57			Indian State line.
	Tarikere Narasimharajapura	2' 0"	15-1-15	26.60	26.60	2.62	29.22	
	Total—13			441.13	441.13	49.40	490.53	
14	Shahdara (Delhi)-Saharanpur Light	2' 6"	7-5-07	92.50	92.50	8.62	101.12	Line subsidized by the Government of India.*
Total Class II				3,229.26	3,229.33	449.58	3,678.91	

* Receives land only from Government.

† Of this 0.07 miles is double line.

‡ Includes 3.93 miles, Jamnagar to Bedi-Bunder, worked for goods traffic only.

§ Includes 0.73 mile of Dungarpur quarry line and 0.53 mile of Veraval Dock Estate worked for goods traffic only.

for the year 1931-32—contd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1931-32		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1932.				Name of Railway.
Section	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.		
		Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
CLASS II RAILWAYS.						
..	..	..	..	..	..	Barsi Light.
..	..	..	(a) 1·65	..	..	Bengal Doonars.
..	..	..	..	..	..	Bengal Doonars Extensions.
..	..	..	(a) 1·65	..	..	Total—2.
..	..	..	..	..	..	Bhavnagar State.
..	..	..	..	..	..	Bikaner State.
..	..	..	..	..	..	Darjeeling Himalayan.
..	..	..	..	..	..	Darjeeling Himalayan Extensions.
..	..	..	..	..	..	Total—5.
..	..	..	..	..	..	Dibru-Sadiya.
Colliery Branch	0·20	..	..	..	..	Ledo and Tikak Margherita.
..	0·20	..	..	..	..	Total—6.
..	..	Mahuva to Anaval	17·91	..	..	Gaekwar's Baroda State.
..	..	Umerpada to Bardipada	9·98	..	..	
..	..	Navsari to Kamrej	26·25	..	..	Bodeli Chhota Udaipur.
..	..	..	..	..	..	Total—7.
..	..	..	54·14	..	..	
..	..	..	..	..	..	Gondal.
..	..	..	..	..	..	Jetalsar Rajkot.
..	..	..	..	..	..	Khijadiya-Dhari.
..	..	..	..	..	..	Total—8.
..	..	..	..	..	..	Howrah-Amra Light.
..	..	Khambalia to Saliya	8·96	..	..	Jamnagar-Dwarka.
..	..	..	..	..	..	Jamnagar.
..	..	..	..	..	..	Okhamandal.
..	..	..	8·96	..	..	Total—10.
..	..	Jamwala to Una	*20·62	Prachi Road to Jamwala	7·50	Junagad State.
..	..	Visavadar to Talala	26·51	Visavadar to Dhari	19·51	
..	..	..	47·13	..	27·01	Total—11.
Ragihoshalli to Arasalu.	7·66	Kollegal to Chamara-janagar.	22·14	Arasalu to Anandapuram.	9·35	Morvi.
..	..	..	..	..	..	Mysore.
..	..	..	..	..	..	Bangalore-Chik Ballapur Light.
..	..	..	..	..	..	Kolar District.
..	..	..	..	..	..	Tarikere Narasimharajapura.
..	7·66	..	22·14	..	9·35	Total—13.
..	..	Barout to Murat	30·00	..	..	Shahdara (Delhi)-Saharanpur Light.
..	7·86	..	164·02	..	36·36	Total Class II.

* Revised figures.
H59CRAcot

{For Goods traffic only.

(a) Completed but not in use.

8.—*Mileage Statement*
CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open Single line) on 31st March 1932.	TRACK MILEAGE OPEN ON 31st MARCH 1932.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS III RAILWAYS.							
1	Ahmadpur-Katwa . . .	2' 6"	30-5-17	32-26	32-69	2-87	35-56	Branch line under guarantee terms.
2	Arrah-Sasaram . . .	2' 6"	6-3-11	65-16	65-16	5-15	70-31	Line subsidized by District Board.
3	Bankura-Damoodar River . . .	2' 6"	15-12-16	59-95	60-33	7-40	67-73	Branch line under guarantee terms.
4	Baraset-Basirhat Light . . .	2' 6"	1-2-05	52-24	52-24	4-76	57-00	Line subsidized by District Board.
5	Bengal Provincial . . .	2' 6"	7-11-94	33-27	33-27	2-31	35-58	Unassisted Company's line.
	Dasghara-Jamalpurgunj . . .	2' 6"	1-9-17	8-31	8-31	0-77	9-08	Branch line under guarantee terms.
	Total—5 . . .			41-58	41-58	3-08	44-66	
6	Bukhtiarpur-Bihar Light . . .	2' 6"	1-7-03	33-00	33-00	2-97	35-97	Line subsidized by District Board.
7	Burdwan-Katwa . . .	2' 6"	1-12-15	32-47	32-90	4-08	36-98	Branch line under guarantee terms.
8	Cutch State . . .	2' 6"	18-5-05	72-00	72-00	4-38	76-38	Indian State line.
9	Delhi-Rohas Light . . .	2' 6"	6-2-11	25-51	25-51	7-65	33-16	Line subsidized by the Government of India.
10	Dholpur State . . .	2' 6"	24-2-08	55-44	55-44	5-83	61-27	Indian State line.
11	Futwah-Islampur . . .	2' 6"	24-1-22	27-00	27-00	1-85	28-65	Branch line under guarantee terms.
12	Gwalior Light . . .	2' 0"	2-12-99	294-92	294-92	*30-28	325-20	Indian State line.
13	Howrah-Sheakhala Light . . .	2' 0"	2-8-97	19-75	19-75	1-41	21-16	Line subsidized by District Board.
14	Jagadhri Light . . .	2' 0"	11-8-11	3-31	3-31	0-55	3-86	Unassisted Companies' lines.
15	Jessore-Jhenidah . . .	2' 6"	1-10-13	36-75	36-75	1-76	38-51	
16	Jorhat (Provincial) . . .	2' 0"	13-9-83	32-50	32-50	2-04	34-54	State line.
17	Kalighat-Falta . . .	2' 6"	28-5-17	26-25	26-42	5-96	32-38	Branch line under guarantee terms.
18	Kulasekarapatnam Light . . .	2' 0"	18-7-15	27-50	27-50	..	27-50	Unassisted Company's line.
19	Matheran Light . . .	2' 0"	22-3-07	12-61	12-61	1-02	13-63	Line subsidized by the Government of India.
20	Porbandar State . . .	3' 3½"	1-10-89	†41-29	†41-29	8-13	49-42	Indian State line.
21	Tezpur-Balipara Light . . .	2' 6"	9-8-94	20-10	20-10	1-11	21-21	Line subsidized by District Board.
22	Tirupati-Tiruchanur Light . . .	2' 0"	..	..	..	..	..	Unassisted Companies' lines.
23	Tiruvallure Light . . .	2' 0"	17-9-21	2-37	2-37	0-20	2-57	
24	Udaipur-Chitorgarh . . .	3' 3½"	1-8-95	110-07	110-07	13-04	123-11	Indian State line.
TOTAL CLASS III . . .				1,124-03	1,125-44	115-32	1,240-76	

* Includes 1-06 miles of Gwalior Palace siding (5' 6" Gauge) which is being maintained by the Gwalior Light Railway.
† Includes 1-55 miles of Porbandar Dock Estate line and 3-70 miles of Ranwao quarry line worked for goods traffic.

for the year 1931-32—concl'd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1931-32.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1932.				Name of Railway. 16
Section. 10	Miles. 11	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.		
		Section. 12	Miles. 13	Section. 14	Miles. 15	
..	..	..	..	..	..	CLASS III RAILWAYS.
..	..	..	..	..	..	Ahmadpur-Katwa.
..	..	..	..	..	..	Arrah-Sasaram.
..	..	..	..	..	..	Bankura-Damodar River.
..	..	..	..	..	..	Baraset-Basirhat Light.
..	..	..	..	..	..	Bengal Provincial.
..	..	..	..	..	..	Dasghara-Jamalpurganj.
..	..	..	..	..	..	Total—5.
..	..	..	..	..	..	Bukhtiarpur-Bihar Light.
..	..	..	..	..	..	Burdwan-Katwa.
Warsamede to Bachau	19·85	..	..	..	..	Cutch State.
..	..	..	..	..	..	Dehri-Rohas Light.
..	..	..	..	Dholpur to Rajakhera†	22·34	Dholpur State.
..	..	..	..	..	..	Fatwah-Jalampur.
Ujjain Agar Light Railway.	41·58	..	..	..	..	Gwalior Light.
..	..	..	..	..	..	Howrah-Sheakhala Light.
..	..	..	..	..	..	Jagadhri Light.
..	..	..	..	..	..	Jessore-Jhenidah.
..	..	..	..	..	..	Jorhat (Provincial).
..	..	..	..	..	..	Kalighat-Falta.
..	..	..	..	..	..	Kulasekarapatnam Light.
..	..	..	..	..	..	Matheran Light.
..	..	..	..	..	..	Porbandar State.
..	..	..	..	..	..	Tezporo-Balipara Light.
..	..	Tirupati Tiruchanur	3·00	..	..	Tirupati-Tiruchanur Light.
..	..	..	..	..	..	Trivellore Light.
Kankroli to Garbor Road.	24·56	Kambli to Sursinghji ka Gudha.	10·00	Garbor Road to Kambli	22·24	Udaipur-Chitorgarh.
	85·99		13·00		44·58	TOTAL CLASS III.

†Construction Suspended.

9.—Description of Class I Railways worked during the year 1931-32.

Railway.	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of Curvature and Radius.		Ratio of curve to total length of line expressed as a percent- age.	Average amount of curva- ture per mile (De- grees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Len- gth (in miles).	Inclina- tion.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" GAUGE. Bengal-Nagpur .	2,475.9	407	Nil	8.11	215.0	894.2	200.7	1,318.0	2.30	1 in 60	5.75	1,000	16.0	14.3
Bombay, Baroda & Central India. (f)	1,259.6	253	Nil	1.35	0.48	260.7	97.2	359.7	0.88	1 in 80	5.75	996	14.9	20.0
Eastern Bengal .	849.5	233	Nil	Nil	0.65	3.42	10.3	14.4	0.65	1 in 100	6.00	955	13.1	10.5
East Indian .	4,328.7	813	0.15	23.0	66.1	304.6	134.3	528.2	0.15	1 in 50	8.00	712	15.1	9.85
Great Indian Pen- insula.	3,548.4	495	19.7	8.74	74.9	864.6	369.8	1,337.7	0.16	1 in 34	7.00	819	27.2	16.8
Madras and South- ern Mahratta.	1,156.9	243	Nil	14.1	36.0	185.7	109.0	344.8	0.80	1 in 60	7.00	818	22.6	11.9
Nizam's State .	581.5	83	Nil	Nil	107.2	195.9	26.8	329.9	2.52	1 in 100	(c) 4.40	(c) 1,300	18.2	18.4
North Western .	6,320.4	957	110.6	117.6	310.6	299.0	229.2	1,067.0	6.54	1 in 25	12.6	455	12.0	13.5
South Indian .	732.8	136	Nil	19.1	57.0	130.1	52.5	258.7	1.16	1 in 62	7.16	800	35.8	22.6
Total .	21,253.7	3,620	130.5	192.0	867.9	3,138.2	1,229.8	5,558.4						
3' 3 3/4" GAUGE. Assam Bengal .	1,324.9	304	10.2	47.8	34.0	179.2	38.4	309.6	10.1	(d) 1 in 37	15.0	382	14.9	35.2
Bengal and North Western.	2,191.3	382	0.11	1.52	3.73	8.70	8.86	22.9	0.11	1 in 50	8.74	656	13.0	7.95
Bombay, Baroda & Central India. Burma .	2,460.6	393	3.40	0.48	19.4	394.7	235.6	653.6	3.40	1 in 40	(e) 8.00	(e) 716	9.55	10.6
Eastern Bengal .	2,057.3	447	105.9	47.9	109.6	237.2	186.3	686.9	3.50	1 in 25	17.0	337	15.4	37.1
(f)	1,015.6	204	0.34	0.63	3.88	37.2	38.3	80.4	0.34	1 in 50	11.4	500	11.2	11.0
East Indian .	65.7	21	Nil	Nil	Nil	0.65	2.80	3.45	0.65	1 in 200	7.66	748	14.7	11.6
Jodhpur .	975.8	147	0.51	Nil	1.47	208.7	74.0	284.7	0.51	1 in 50	8.00	716	8.76	11.7
Madras and South- ern Mahratta.	2,079.7	321	16.3	50.5	669.4	349.0	121.5	1,206.7	15.7	1 in 40	12.0	479	21.0	30.5
Nizam's State .	659.8	111	Nil	Nil	6.68	350.6	174.8	532.1	0.78	1 in 100	5.00	1,146	10.7	8.83
Rohilkund and Kumaon.	560.7	102	Nil	4.85	8.44	13.9	23.6	50.8	3.31	1 in 70	12.0	479	8.70	8.22
South Indian .	1,785.0	443	24.0	45.4	84.4	371.3	139.3	664.4	1.51	1 in 13	(g) 11.5	500	18.0	(h) 17.4
Total .	15,176.4	2,875	160.8	199.1	941.0	2,151.1	1,043.4	4,495.4						
2' 6" AND 2' 0" GAUGES.														
Bengal Nagpur .	915.8	143	0.51	44.2	153.5	205.0	54.9	458.1	0.51	2 in 50	14.0	409	18.6	38.3
Bombay, Baroda & Central India. (f)	221.1	66	2.28	1.73	29.7	34.4	11.5	79.6	0.35	1 in 50	28.7	200	17.6	43.2
Eastern Bengal .	36.9	14	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	15.0	382	25.0	42.3
† Great Indian Pen- insula.	214.2	42	Nil	2.00	50.8	74.5	20.8	148.1	0.80	1 in 80	12.0	478	19.5	35.4
North Western .	685.8	87	44.6	52.6	86.8	83.0	41.0	308.0	0.76	1 in 20	52.1	110	21.4	124.3
South Indian .	98.7	15	Nil	32.8	11.9	19.4	2.50	66.6	2.39	1 in 67	6.00	955	30.2	62.2
Total .	2,172.5	367	47.4	133.3	332.7	416.3	130.7	1,060.4						
GRAND TOTAL .	38,602.6	6,862	338.7	524.4	2,141.6	5,705.6	2,403.9	11,114.2						

Mean mileage worked.

Number of Stations.

(a) Class II Railways

3,270.81

619

(a) Class III Railways

1,082.33

303

(b) Excludes block huts, branch booking offices and out agencies.

(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5.73° and radius = 1,000 ft.

(d) 1 in 37 on a straight compensated to 1 in 43 on curves.

(e) Excepting Mhow Ghat section on which the maximum curvature is 9.56° and radius = 610 ft.

(f) Includes 49.66 miles of the Sara-Sirajganj Railway (B. G.) 33.09 miles of Cooch-Bihar State Railway (M. G.) and 19.75 miles of Khulna-Bagerhat Lt. Rly. (N. G.).

(g) The sharpest curve on the Travancore Ghat is 477 ft. and on the Nilgiri Mountain Ry. is 318 ft. (specially sanctioned).

(h) The figure is for plain section, the figure for ghat section being 322.44°.

(i) Includes 8 stations from Tangi to Narayanganj inclusive of those on the Running Power Section of the E. B. Rly. worked over, and exclude one Joint Station, Mymensingh.

(j) Includes 5 stations 4 of which have connections with Broad Gauge and one with Narrow Gauge (Central Provinces Railways).

† Including figures relating to Darwha Pusaad Rly.

1C.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1932.

A.—LOCOMOTIVES AND RAIL MOTORS, ETC.—By gauges.

Railway.	LOCOMOTIVES.						RAIL MOTORS.			STEAM COACHES.			*ELECTRIC MOTOR COACHES.			
	Steam.			Elect- ric.	Total tractive effort lbs.		No.	Seats.		No.	Seat ^s .		No. (in units.)	Seats.		Aver- age weight in tons.
	Tend- er.	Tank.	Total.		Steam.	Elect- ric.		Upper.	Lower.		Upper.	Lower.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5' 6" GAUGE.																
Bengal-Nagpur . . .	673	75	748	..	21,628,692	..	..	..	..	2	48	160	..	..	..	..
Bombay, Baroda and Central India.	350	36	386	2	9,926,021	10,000	..	..	..	..	..	..	40	..	4,800	70
Eastern Bengal . . .	250	73	323	..	7,631,195	..	..	..	..	1	..	..	..	..	..	..
East Indian . . .	1,251	376	1,627	..	37,144,295	..	..	..	..	3	30	270	..	..	..	..
Great Indian Peninsula .	847	115	962	65	24,694,921	2,048,000	..	..	..	4	36	317	53	..	4,448	67
Madras and Southern Maharatta.	248	57	305	..	7,521,819	..	..	..	..	..	..	..	..	..	..	..
Nizam's State . . .	84	4	88	..	1,940,407	..	..	..	..	..	..	..	..	..	..	..
North Western . . .	1,168	†103	†1,271	2	‡31,893,744	58,352	2	..	12	3	..	252	..	..	..	..
South Indian . . .	149	1	150	..	3,206,274	..	..	..	..	..	..	..	..	..	..	..
Total . . .	5,020	840	5,860	69	145,587,368	2,116,352	2	..	12	13	114	999	93	..	9,248	69
3' 3½" GAUGE.																
Assam-Bengal . . .	185	16	201	..	2,810,136	..	..	..	..	..	..	..	..	..	..	..
Bengal and North West- ern.	(a)383	14	(a)397	..	4,908,707	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	413	70	483	..	6,973,587	..	..	..	..	3	36	307	..	..	..	..
Burma . . .	325	89	414	..	7,090,388	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal . . .	220	6	226	..	3,486,689	..	..	..	..	2	..	56	..	..	..	..
Jodhpur . . .	104	4	108	..	1,382,250	..	..	..	..	..	..	..	..	..	..	..
Madras and Southern Maharatta.	354	9	363	..	5,809,658	..	..	..	..	..	..	..	..	..	..	..
Nizam's State . . .	70	12	82	..	1,255,200	..	..	..	..	2	..	224	..	..	..	..
Bohilkund and Kumaon .	78	3	81	..	1,012,935	..	..	..	..	..	..	..	..	..	..	..
South Indian . . .	357	59	416	(b)6	5,655,617	41,600 (c)	4	16	220	..	..	..	17	370	350	29
Total . . .	2,489	282	2,771	6	40,385,167	41,600	4	16	220	7	36	587	17	370	350	29
2' 6" GAUGE.																
Bengal-Nagpur . . .	101	14	115	..	1,552,227	..	..	..	..	**6	18	96	..	..	..	..
Bombay, Baroda and Central India.	6	19	25	..	213,730	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal . . .	..	9	9	..	30,633	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	14	8	22	..	315,860	..	..	..	..	..	..	..	..	..	..	..
North Western . . .	70	35	105	..	1,476,643	..	11	110	..	..	..	..	..	..	..	..
South Indian . . .	6	5	11	..	138,009	..	..	..	..	..	..	..	..	..	..	..
Total . . .	197	90	287	..	3,727,102	..	11	110	..	**6	18	96	..	..	..	..

* Motor Coach composites.

† Includes one Petrol Locomotive.

(b) Includes 2 Battery Tenders.

** Includes 3 steam coach trailers excluded last year.

(a) Includes 42 engines of replaced stock.

† Includes 2,460 lbs. tractive effort of 1 Petrol Locomotive.

(c) For 4 Electric Locomotives only.

10.—Statement of Equipment showing the actual stock running on *Class I Railways* on the 31st March 1932—contd.

B.—COACHING STOCK.—*Broad and metre gauges.*

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					Four-wheelers.				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5' 6" Gauge.										
Bengal-Nagpur	478	189	340	4,572	40,318	65	96	36	240	2,282
Bombay, Baroda and Central India	(a)445	(b)1,434	(c)5,740	..	(d)41,170	37	..	128	..	..
Eastern Bengal	262	690	93	798	29,158	34	113	72	280	1,008
East Indian	1,243	1,560	1,968	10,494	114,424	422	348	711	196	21,643
Great Indian Peninsula	*774	1,370	935	143	†75,393	76	..	224	44	3,218
Madras and Southern Mahratta	208	80	300	..	22,940	192	32	265	36	8,490
Nizam's State	37	..	..	..	4,898	37	60	265	..	1,204
North Western	1,085	432	389	4,288	116,403	164	26	483	891	5,982
South Indian	142	..	130	..	14,122	..	..	..	..	..
Total	4,674	5,755	9,895	20,295	458,826	1,027	675	2,183	1,687	43,827
3' 3½" Gauge.										
Assam-Bengal	236	..	..	..	16,740	..	..	..	..	..
Bengal and North-Western	439	..	..	1,796	37,532	621	276	504	1,352	22,096
Bombay, Baroda and Central India	758	120	60	..	58,045	234	378	612	..	3,554
Burma	497	44	..	..	35,131	185	72	112	..	6,164
Eastern Bengal	323	228	..	540	21,901	124	132	12	316	2,676
Jodhpur	70	8	..	..	5,638	56	33	73	312	696
Madras and Southern Mahratta	331	128	243	..	21,430	132	112	156	..	3,150
Nizam's State	40	..	..	..	3,830	61	108	240	..	1,972
Rohilkund and Kumaon	72	..	..	..	6,684	112	96	78	70	3,436
South Indian	(e)794	672	541	..	(f)51,071	19	..	..	..	596
Total	3,560	1,200	844	2,336	258,002	1,544	1,207	1,787	2,050	44,340

* Includes 102 bogies Electric Stock.

(a) Includes 120 bogies Electric Stock.

(b) Includes 720 1st class seats of Electric Stock.

(c) Includes 4,600 2nd class seats of Electric Stock.

† Includes 10,790 third class seats of Electric Stock.

(d) Includes 8,720 III class seats of Electric Stock.

(e) Includes 34 bogies of Electric Stock.

(f) Includes 2,448 third class seats of Electric Stock.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1932—contd.

B.—COACHING STOCK—Broad and metre gauges—contd.

COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION.										
Bogies.					Four-wheelers.					Railway.
No.	Seats by classes.				No.	Seats by classes.				
	1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
5' 6" Gauge.										
137	1,631	2,072	1,204	1,590	18	96	170	32	59	Bengal Nagpur.
100	1,245	2,306	150	2,074	18	108	36	..	..	Bombay, Baroda and Central India.
235	1,912	2,960	8,986	8,403	18	152	212	54	72	Eastern Bengal.
455	2,995	5,957	11,030	13,168	50	306	408	222	290	East Indian.
*336	†3,624	7,020	1,727	†7,062	3	24	37	..	5	Great Indian Peninsula.
124	498	1,727	1,331	4,880	32	106	188	125	191	Madras and Southern Mahratta.
19	208	620	..	285	9	54	117	..	..	Nizam's State.
708	4,508	6,410	13,966	33,875	70	522	639	..	30	North Western.
55	588	1,378	..	†855	..	..	..	..	..	South Indian.
2,169	17,209	30,450	38,394	72,192	218	1,368	1,807	433	647	Total.
3' 3½" Gauge.										
187	1,200	1,070	1,790	4,255	..	..	..	..	..	Assam Bengal.
53	444	648	525	537	103	429	438	460	964	Bengal and North Western.
156	1,332	1,611	162	2,390	32	192	192	..	..	Bombay, Baroda and Central India.
168	1,426	2,700	..	1,926	18	108	144	..	..	Burma.
151	979	911	1,934	2,634	57	204	204	220	383	Eastern Bengal.
42	130	190	675	971	11	29	42	13	..	Jodhpur.
95	406	705	419	1,715	22	88	132	..	..	Madras and Southern Mahratta.
14	132	295	..	196	10	63	138	..	..	Nizam's State.
23	147	216	308	588	20	67	69	139	139	Rohilkund and Kumaon.
156	1,083	2,299	177	†1,543	5	30	40	..	..	South Indian.
1,045	7,279	10,645	5,989	16,755	278	1,210	1,399	832	1,491	Total.

*Includes 51 Bogies Electric Stock.

†Includes 651 first, 1,888 second and 1,921 third class seats of Electric Stock.

‡Excludes 281 Servants' seats.

§Excludes 240 Servants' seats.

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10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1932—contd.

B.—COACHING STOCK—Broad and metre gauges—contd.

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.										MILITARY CARS.		DINING CARS.	
	Bogies.					Four-wheelers.					No. (in units).	Seats.	No. (in units).	Seats.
	No.	Seats by classes.				No.	Seats by classes.							
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
23.	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5' 6" GAUGE.														
Bengal Nagpur . . .	119	..	..	276	6,606	14	..	..	52	450	..	..	13	332
Bombay, Baroda and Central India.	80	32	..	1,396	4,115	..	..	..	..	..	..	..	15	480
Eastern Bengal . . .	190	..	..	1,290	16,183	7	..	..	96	167	..	..	2	72
East Indian . . .	474	8	10	660	29,494	18	..	..	..	672	..	..	19	504
Great Indian Peninsula .	280	91	252	103	14,582	3	..	..	..	61	53	3,288	31	*1,090
Madras and Southern Mahratta.	130	..	..	..	7,877	37	..	..	..	996	..	..	36	164
Nizam's State . . .	13	..	..	..	544	2	..	..	..	72	..	..	..	..
North Western . . .	467	188	223	2,398	27,679	..	..	..	..	..	18	1,188	33	868
South Indian . . .	81	72	144	..	14,275	..	..	..	..	..	..	..	2	64
Total . . .	1,834	391	629	6,123	111,355	81	..	..	148	2,418	76	4,476	121	3,614
3' 3½" GAUGE.														
Assam Bengal . . .	127	..	..	1,108	3,400	53	..	..	212	..	..	..	1	23
Bengal and North Western	40	..	..	..	1,868	21	..	..	..	516	..	..	2	18
Bombay, Baroda and Central India.	209	..	..	..	10,405	..	..	..	..	..	..	..	6	106
Burma . . .	223	100	48	..	9,629	17	..	..	..	262	..	..	3	61
Eastern Bengal . . .	150	..	..	156	6,029	4	..	..	..	64	..	..	2	30
Jodhpur . . .	50	..	..	..	2,805	4	..	..	..	86	..	..	4	71
Madras and Southern Mahratta.	130	..	..	24	4,486	177	..	..	..	2,600	..	..	..	..
Nizam's State . . .	21	..	128	..	577	5	..	..	..	168	..	..	..	..
Rohilkund and Kumaon .	19	..	..	80	1,001	1	..	..	13	19	..	..	1	†24
South Indian . . .	302	8	34	..	15,289	1	..	..	..	22	..	..	8	160
Total . . .	1,271	108	210	1,368	55,489	283	..	..	225	3,737	..	..	27	483

* Excludes 211 Servants' seats.

† Excludes one berth for Manager.

‡ Excludes 30 Servants' seats.

§ Six-Wheeled.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1932—contd.

B.—COACHING STOCK—Broad and metre gauges—contd.

SALOONS, ROYAL AND STATE.				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.		
38	39	40	41	42	43	44	45	46	47
5' 6" GAUGE.									
..	..	..	..	6	34	..	..	850	Bengal-Nagpur.
1	7	..	..	13	156	*12	129	721	Bombay, Baroda and Central India.
2	6	..	..	3	10	..	..	753	Eastern Bengal.
16	†33	..	..	22	231	..	..	2,719	East Indian.
5	20	..	..	21	184	4	12	1,591	Great Indian Peninsula.
2	4	§1	2	3	21	§2	12	737	Madras and Southern Mahratta.
†11	55	5	12	4	32	..	..	137	Nizam's State.
27	118	..	..	22	86	..	..	2,594	North Western.
1	2	..	..	2	16	..	..	283	South Indian.
65	245	6	14	96	770	18	153	10,385	Total.
3' 3½" GAUGE.									
1	2	2	8	1	..	..	..	608	Assam-Bengal.
1	2	2	4	..	..	14	22	1,296	Bengal and North-Western.
6	22	1	1	16	94	1	2	1,419	Bombay, Baroda and Central India.
3	4	..	..	14	(a) 100	..	..	1,128	Burma.
2	4	..	..	2	5	..	..	815	Eastern Bengal.
—	..	..	..	..	..	..	..	237	Jodhpur.
2	4	..	..	1	6	4	12	894	Madras and Southern Mahratta.
4	29	1	4	1	3	1	4	158	Nizam's State.
..	..	..	..	..	..	2	3	250	Rohilkund and Kumaon.
4	22	..	..	3	38	..	..	1,292	South Indian.
23	89	6	17	38	246	22	43	8,097	Total.

* Includes 5 six wheelers having a carrying capacity of 45 passengers.

† For 14 carriages only.

‡ Includes 3 first class State carriages.

§ Six-wheeled.

(a) Excludes 117 3rd class seats.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1932—contd.

B.—COACHING STOCK—Broad and metre gauges—contd.

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). In units.
	Bogies. No.	Four-wheelers. No.				No. (in units).	Stalls.		
48	49	50	51	52	53	54	55	56	57
5' 6" GAUGE.									
Bengal-Nagpur	—	—	28	—	75	41	246	13	70
Bombay, Baroda and Central India	—	—	—	—	58	21	126	98	2
Eastern Bengal	3	4	—	—	38	40	240	103	52
East Indian	—	—	4	14	232	158	948	54	50
Great Indian Peninsula	10	—	2	—	162	103	528	48	316
Madras and Southern Mahratta	—	—	—	4	42	27	162	90	2
Nizam's State	—	—	—	1	10	15	90	—	*8
North Western	17	—	—	—	119	156	936	168	430
South Indian	3	—	—	—	25	17	102	31	—
Total	33	4	34	19	701	578	3,378	605	930
3' 3½" GAUGE.									
Assam-Bengal	8	18	—	—	21	12	48	5	39
Bengal and North-Western	—	—	—	—	21	30	20	—	3
Bombay, Baroda and Central India	—	—	—	—	49	35	140	20	16
Burma	31	—	—	—	72	30	120	31	77
Eastern Bengal	7	—	—	1	34	35	140	87	54
Jodhpur	—	—	—	—	4	8	32	7	3
Madras and Southern Mahratta	—	—	—	—	33	36	144	44	14
Nizam's State	—	—	—	—	4	12	48	—	*2
Rohilkund and Kumaon	—	—	3	—	7	12	48	—	7
South Indian	9	—	5	—	33	47	112	12	13
Total	55	18	8	1	278	257	852	206	218

* Includes 2 State Vehicles (a dynamo van and a kitchen third bogie).

† Includes 3 insulated cars, bogie.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1932—contd.

B.—COACHING STOCK—Broad and metre gauge—contd.

BRAKE VANS USED EXCLUSIVELY ON PASSENGER SERVICE.		Total other coaching vehicles. In units (cols. 49 to 54, 56, 57).	Total coaching vehicles for public use. In units. (Cols. 46, 58 to 60.)	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.			No.	Berths.	
No.	No.					
58	59	60	61	62	63	64
5' 6" GAUGE.						
..	3	227	1,080	78	(a) 120	Bengal Nagpur.
25	22	179	947	20	40	Bombay, Baroda and Central India.
—	25	240	1,018	57	(b) 109	Eastern Bengal.
—	117	512	3,348	337	266	East Indian.
16	61	581	2,249	213	368	Great Indian Peninsula.
—	46	165	948	101	294	Madras and Southern Mahratta.
—	9	**34	1180	9	17	Nizam's State.
—	207	890	3,691	247	415	North Western.
—	—	76	359	25	21	South Indian.
41	490	2,904	13,820	1,087	1,650	Total.
3' 3½" GAUGE.						
—	—	103	711	99	265	Assam Bengal.
—	163	54	1,513	32	48	Bengal and North-Western.
23	19	110	1,571	32	56	Bombay, Baroda and Central India.
—	—	241	1,369	78	156	Burma.
—	44	218	1,077	76	(c) 87	Eastern Bengal.
4	10	22	273	50	135	Jodhpur.
—	—	127	1,021	110	124	Madras and Southern Mahratta.
—	15	** 18	(d) 191	125	18	Nizam's State.
—	—	29	279	13	17	Rohilkund and Kumaon.
—	1	119	1,412	64	84	South Indian.
27	252	1,041	9,417	579	990	Total.

**Includes 2 units of State Stock for private use.

†Includes 15 workmen's train carriages not for traffic.

‡Includes 18 units of State Stock for private use.

(a) Excludes 16 chairs.

(b) Excluding those of one Inspection Car.

(c) Excluding those of one Inspection car, 2 tenders to saloon, 5 accident relief cars, etc.

(d) Includes 7 unit of State Stock for private use.

10.—Statement of Equipment showing the actual stock running on
C.—Goods

Railway.	COVERED WAGONS. (IN UNITS.)					OPEN WAGONS (HIGH-SIDED). (IN UNITS.)					OPEN	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal-Nagpur .	3,562	4,248	..	..	150,448	1,015	11,964	..	..	279,448	240	..
Bombay, Baroda & Central India.	1,134	4,962	..	..	127,308	297	1,918	32	7	48,003	..	31
Eastern Bengal .	1,928	4,847	..	2	126,212	100	92	1	2	3,645	320	301
East Indian .	1,117	31,333	6	2	633,895	598	12,932	22	4	278,993	342	2
Great Indian Peninsula.	2,571	7,773	..	1,057	247,781	458	2,734	..	224	74,701	1,229	180
Madras & South- ern Mahratta.	721	3,442	..	..	88,501	190	884	..	73	25,092	129	80
Nizam's State .	..	829	..	..	17,491	..	750	..	..	16,243	..	575
North Western .	2,707	20,569	205	102	491,184	35	2,376	..	101	53,668	430	1,552
South Indian .	4	1,151	..	..	26,142	1	485	..	..	10,921	..	..
TOTAL .	13,744	79,154	211	1,163	1,908,962	2,694	34,155	55	411	790,714	2,690	2,721

Railway.	COVERED WAGONS. (IN UNITS.)					OPEN WAGONS (HIGH-SIDED). (IN UNITS.)					OPEN	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3' 3½" GAUGE.												
Assam-Bengal .	641	3,977	100	..	52,183	32	..	44	..	1,200	52	..
Bengal & North- Western.	3,923	5,248	1,005	..	106,240	..	..	..	..	..	471	350
Bombay, Baroda & Central India.	385	5,635	462	95	84,327	225	129	479	14	12,616	..	419
Burma .	..	6,464	..	194	89,380	..	..	..	..	..	594	992
Eastern Bengal .	898	1,979	580	874	62,226	..	10	..	12	441	433	141
Jodhpur .	..	1,515	496	2	22,425	..	..	..	..	..	..	97
Madras & South- ern Mahratta.	1,393	3,502	1,545	43	81,903	..	787	105	..	14,608	24	321
Nizam's State .	..	989	..	..	12,690	..	175	..	..	773	..	256
Rohilkund and Kumaon.	370	936	874	..	30,664	..	..	30	..	540	67	217
South Indian .	926	1,238	1,713	45	57,184	259	346	132	349	16,164	..	..
TOTAL .	8,536	31,483	6,775	1,254	609,222	516	1,347	790	375	46,342	1,641	2,793

† Excludes 20 high-sided wagons coupled to goods brake vans.

Class I Railways on the 31st March 1932—Broad and metre gauges—contd.
Stock.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11, 16.)	Brake vans used indiscrimi- nately on passen- ger, mixed or goods* service. (In units)	Railway service vehicles (includ- ing inspec- tion trolleys). (In units.)	Travel- ling Cranes and their dum- my trucks. (In units.)	Road Mo- tors.	Railway.
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wa- gons.	Wag- ons for explo- sives.	Timber or rail wagons.		Petrol tank Wag- ons.	Other tank Wag- ons.	Mis- cella- neous Wag- ons.						
14	15	16	17	18	24 tons and under.	Over 24 tons.	21	22	23	24	25	26	27	28	29
..	..	3,840	18	10	281	569	30	170	1,118	23,225	522	164	61	2	5' 6" Gauge.
51	223	11,087	925	14	..	..	27	133	190	9,944	225	511	15	10	B. N.
176	..	16,411	..	4	40	87	51	78	103	8,132	81	113	127	9	B. B. & C.I.
..	..	4,966	115	37	70	406	70	279	355	47,710	1,154	11,342	115	27	E. B.
..	..	21,979	2,060	32	200	70	79	149	20	18,836	636	662	95	..	E. I.
..	..	3,850	5	23	99	9	56	38	5	5,804	226	292	229	11	G. I. P.
..	..	11,524	..	..	10	..	..	..	..	2,164	39	123	5	12	M. & S. M.
12	147	47,116	4	61	80	438	91	385	5	29,300	490	445	95	20	N. S.
..	..	..	..	13	166	12	9	9	..	1,850	71	170	6	..	N. W.
239	370	119,873	3,127	194	946	1,591	413	1,291	1,796	146,965	3,444	3,822	448	81	S. I.
Total.															

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11, 16.)	Brake vans used indiscrimi- nately on passen- ger, mixed or goods service (in units).	Railway service vehicles (includ- ing inspec- tion trolleys). (in units).	Travel- ling Cranes and their dum- my trucks (in units).	Road Mo- tors.	Railway.
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wa- gons.	Wag- ons for explo- sives.	Timber or rail wagons.		Petrol tank Wag- ons.	Other tank Wag- ons.	Mis- cella- neous Wag- ons.						
14	15	16	17	18	15 tons and under.	Over 15 tons.	21	22	23	24	25	26	27	28	29
..	..	520	16	1	..	211	103	58	52	5,237	5	597	19	2	3' 3 1/2" Gauge.
28	..	8,786	..	..	281	100	16	6	13	11,441	110	3	24	1	A. B.
375	..	11,994	920	27	12	145	6	27	70	9,425	132	633	47	..	B. & N.-W.
..	158	22,323	742	9	310	526	8	63	16	10,076	256	344	106	..	B. B. & C.I.
..	108	7,668	..	8	120	158	11	55	10	5,397	83	109	30	..	Burma.
70	223	6,708	47	3	..	..	5	14	..	2,473	47	86	2	..	E. B.
30	..	4,780	122	15	171	9	18	49	237	8,371	257	136	50	..	Jodhpur.
..	2	3,106	..	..	20	..	..	4	..	1,346	38	135	6	3	M. & S. M.
..	..	3,024	..	2	100	40	..	..	7	2,643	57	35	24	1	N. S.
13	..	247	..	9	32	145	39	97	6	5,349	220	1,460	20	..	R. & K.
516	491	69,156	1,847	74	1,046	1,334	206	373	411	61,808	1,205	3,538	328	7	S. I.
Total.															

† Includes 20 high-sided wagons coupled to goods brake vans. ‡ Includes 46 inspection trollies.
§ Includes 2 Super Sentinel tractors and 6 trailers excluded last year.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1932—concl'd.

COACHING STOCK—(Narrow gauge).

Railway.	PASSENGER VEHICLES. (For public use.)					Other coaching vehicles including brake vans for public use. In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailers for public use in units.
	No. (in units).	SEATS BY CLASSES.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE.									
Bengal-Nagpur	374	528	547	917	10,127	28	402	18	3
Bombay, Baroda and Central India	67	—	176	—	3,322	—	67	—	—
Eastern Bengal	55	74	24	129	985	—	55	1	—
Great Indian Peninsula	48	66	(a)	(b)	1,878	2	50	1	—
North Western	325	473	670	1,116	9,480	63	388	12	—
South Indian	23	40	—	—	628	11	34	1	—
TOTAL	892	1,181	1,417	2,162	26,420	104	996	33	3

GOODS STOCK—(Narrow gauge).

Railway.	GOODS WAGONS.		Railway service wagons (In units).	REMARKS.
	Number. (In units).	Total capacity in tons.		
1	2	3	4	
2' 6" GAUGE.				
Bengal Nagpur	*2,034	**30,745	20	
Bombay, Baroda and Central India	†316	††3,759	6	
Eastern Bengal	‡28	‡‡120	—	
Great Indian Peninsula	§199	§§3,094	29	
North Western	¶892	¶¶11,703	89	
South Indian	78	765	—	
TOTAL	3,547	(c) 50,186	144	

* Includes 304 special wagons.
† Includes 20 special wagons.
‡ Includes 6 special wagons.
§ Includes 5 special wagons.
¶ Includes 133 special wagons.
(a) Included in Col. 3.
(b) Included in Col. 6.

** Includes 3,261 tons carrying capacity of 304 special wagons.
†† Includes 75 tons carrying capacity of 20 special wagons.
‡‡ Includes 29 tons carrying capacity of 6 special wagons.
§§ Includes 30 tons carrying capacity of 5 special wagons.
¶¶ Includes 890 tons carrying capacity of 133 special wagons.
(c) The total figures in this column in the last year's report should be 50,237 against 60,387 as printed.

**11.—STATEMENT OF NET ADDITIONS TO, OR REDUC-
TIONS OF, EQUIPMENT OF CLASS I RAILWAYS
DURING THE YEAR 1931-32.**

11.—Statement of net additions to, or reductions of

Railway.	LOCOMOTIVES.			RAIL MOTORS.		STEAM COACHES.		ELECTRIC MOTOR COACHES.		COACHING VEHICLES USED EXCLUSIVELY	
	Steam.	Electric.	Tractive effort (in lbs.).	No.	Seats.	No.	Seats.	No.	Seats.	Pass.	
	No.	No.								No.	1st.
1	2	3	4	5	6	7	8	9	10	11	12
5' 6" GAUGE.											
Bengal Nagpur	10	..	715,855	..	..	..	..	..	..	21	64
Bombay, Baroda and Central India	2	..	189,008	..	..	..	..	..	..	116	64
Eastern Bengal	—5	..	—14,375	..	..	..	..	..	..	—14	36
East Indian	—18	..	326,828	..	..	..	..	..	..	—36	—284
Great Indian Peninsula	—38	..	—801,489	..	..	..	..	..	..	—54	—97
Madras and Southern Mahratta	—5	..	—26,824	..	..	..	..	..	..	12	34
Nizam's State	4	..	129,547	..	..	..	..	..	..	3	28
North Western	†4	2	†767,299	..	..	..	..	..	..	—20	—24
South Indian	—1	..	46,340	..	..	..	..	..	..	—1	..
Total	—47	2	1,332,179	..	..	..	..	..	..	28	—179
3' 3½" GAUGE.											
Assam-Bengal	1	..	22,151	..	..	..	..	..	..	35	30
Bengal and North-Western . . .	16	..	310,802	..	..	..	..	..	..	14	..
Bombay, Baroda and Central India	—14	..	26,898	..	..	..	24	..	..	—28	156
Burma	—13	..	—1,171	..	..	..	..	..	..	—20	35
Eastern Bengal	3	..	134,135	..	..	..	..	..	..	8	48
Jodhpur	..	..	..	..	..	..	..	..	..	2	..
Madras and Southern Mahratta . .	5	..	178,574	..	..	..	..	..	..	21	4
Nizam's State	—7	..	—38,725	..	..	..	..	..	..	2	12
Rohilkund and Kumaon	3	..	46,502	..	..	..	..	..	..	..	..
South Indian	—8	6	*32,222	..	..	..	..	17	720	27	32
Total	—14	6	711,388	..	..	..	24	17	720	61	317
2' 6" & 2' 0" GAUGES.											
Bengal Nagpur	—17	..	—64,480	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	1	..	702	..	..	..	..	..	..	1	..
Eastern Bengal	..	..	..	..	..	..	..	..	..	—7	..
Great Indian Peninsula	3	..	55,296	..	..	..	..	..	..	4	12
North Western	..	..	—7,171	2	16	..	..	..	..	5	16
South Indian	..	..	..	..	..	..	..	..	..	..	..
Total	—13	..	—15,653	2	16	..	..	..	..	3	28

* Is made up of —9,378 lbs. Tractive effort of steam locomotives and 41,600 lbs. Tractive effort of electric locomotives.

† Includes 1 Petrol locomotive.

‡ Includes 58,352 and 2,460 lbs. Tractive effort of 2 Electric and 1 Petrol locomotive respectively.

§ The figures are in units.

equipment of Class I Railways during the year 1931-32—By gauges.

PASSENGER CARRIAGES (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).						RAILWAY SERVICE VEHICLES, INCLUDING OFFICERS' CARRIAGES, INSPECTION TROLLEYS, TRAVELLING CRANES AND DUMMY TRUCKS.			Road Motors.	Railway.
enger carriages.			Other coaching vehicles including brake vans.	Covered wagons.		Open wagons.		Special wagons including brake vans.						
Seats.				No.	Capacity (in tons).	No.	Capacity (in tons).		Passenger.	Goods.				
2nd.	Inter.	3rd.												
13	14	15	16	17	18	19	20	21	22	23	24	25		
5' 6" GAUGE.														
110	115	1,263	2	192	4,266	688	14,159	100	5	2	..	Bengal Nagpur.		
103	161	3,873	2	99	2,002	40	690	63	..	1	..	Bombay, Baroda and Central India.		
32	384	583	8	43	195	20	286	8	..	1	1	Eastern Bengal.		
285	375	2,453	37	344	5,964	653	11,117	128	23	101	1	East Indian.		
356	143	6,889	71	654	14,488	37	1,643	233	71	71	24	Great Indian Peninsula.		
60	..	1,138	1	115	2,384	6	350	5	41	76	..	Madras and Southern Mahratta.		
48	..	44	2	..	208	..	558	2	..	6	..	Nizam's State.		
54	679	1,708	12	142	1,635	62	836	31	9	2	3	North Western.		
78	..	34	2	49	1,421	30	843	2	2	17	..	South Indian.		
178	109	8,121	111	382	12,971	14	4,624	186	133	273	25	Total.		
3' 3½" GAUGE.														
10	222	1,925	..	91	1,239	2	20	20	4	..	..	Assam-Bengal.		
..	132	1,576	1	141	1,535	..	..	6	..	..	..	Bengal and North Western.		
48	..	773	19	201	1,625	16	209	25	1	30	..	Bombay, Baroda and Central India.		
60	..	589	21	6	85	245	2,018	1	9	10	..	Burma.		
86	162	1,057	9	1	41	79	621	33	1	4	..	Eastern Bengal.		
..	6	33	..	1	112	..	59	..	..	..	..	Jodhpur.		
45	62	1,564	1	175	6,521	6	135	35	57	64	..	Madras and Southern Mahratta.		
20	..	72	..	..	33	..	48	2	..	7	..	Nizam's State.		
..	..	..	1	..	48	23	311	..	1	..	..	Rohilkund and Kumaon.		
81	..	2,654	1	106	669	34	704	16	3	48	..	South Indian.		
188	320	7,453	49	92	8,406	287	1,667	82	66	21	..	Total.		
2' 6" & 2' 0" GAUGES.														
12	143	1,533	1	520	1,411	2	15	25	..	..	..	Bengal Nagpur.		
..	..	55	..	..	..	15	210	..	..	..	..	Bombay, Baroda and Central India.		
..	24	140	..	38	188	..	..	..	..	..	..	Eastern Bengal.		
45	..	60	..	11	176	4	64	..	..	..	..	Great Indian Peninsula.		
12	56	171	3	2	76	4	89	2	2	6	..	North Western.		
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.		
45	111	1,387	2	549	1,347	21	348	27	2	6	..	Total.		

† The figures are in units.

12.—Statement of Passenger Revenue Statistics of

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. 8	Passengers carried	
		1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7		1st. 9	2nd. 10
5' 6" GAUGE.									
Bengal-Nagpur	1930-31	29,7	153,0	1,844,3	18,580,4	20,607,4	765,8	34,5	165,9
	1931-32	23,9	115,8	1,710,0	15,798,9	17,648,6	609,5	27,2	125,7
Bombay, Baroda and Central India	1930-31	115,4	3,044,3	43,4	53,448,8	56,651,9	2,079,6	122,9	3,080,1
	1931-32	61,2	2,074,3	54,3	52,593,8	54,783,6	1,919,3	68,0	2,108,8
Eastern-Bengal	1930-31	69,3	399,6	3,501,0	28,571,0	32,540,9	1,232,3	75,0	415,5
	1931-32	50,8	265,0	1,920,1	26,299,6	28,535,3	1,033,7	55,7	280,0
East Indian	1930-31	77,8	526,3	5,193,7	58,264,6	64,062,4	2,594,0	89,6	568,9
	1931-32	68,5	468,4	4,559,9	53,934,1	59,030,9	2,236,0	78,9	505,9
Great Indian Peninsula	1930-31	93,9	1,489,4	184,2	51,674,1	53,441,6	1,550,8	107,6	1,535,2
	1931-32	73,4	1,061,6	110,9	47,226,8	48,472,7	1,501,4	87,1	1,108,4
Madras and Southern Mahratta	1930-31	14,0	127,9	338,1	24,262,3	24,742,3	1,585,6	21,7	160,5
	1931-32	12,0	96,3	208,0	21,625,0	21,941,3	1,193,6	18,6	124,3
Nizam's State	1930-31	5,4	47,9	Nil	4,599,7	4,653,0	476,5	8,1	63,8
	1931-32	4,5	41,7	3,3	3,852,5	3,902,0	388,7	7,0	55,7
North Western (Commercial)	1930-31	72,2	590,8	2,878,9	61,825,9	65,367,8	2,641,8	87,8	649,6
	1931-32	*	*	*	*	*	*	*	*
North Western (Military)	1930-31	8,1	53,2	136,7	5,749,7	5,947,7	1,640,7	13,6	83,8
	1931-32	*	*	*	*	*	*	*	*
North-Western (Total)	1930-31	80,3	644,0	3,015,6	67,575,6	71,315,5	1,206,1	91,1	677,8
	1931-32	59,1	464,1	2,169,2	53,698,8	56,391,2	1,093,7	68,3	493,6
South Indian	1930-31	7,1	89,0	Nil	12,835,8	12,931,9	1,043,0	11,7	113,3
	1931-32	5,4	69,2	Nil	11,075,9	11,150,5	1,056,9	9,3	89,0
TOTAL 5' 6" GAUGE	1930-31	492,9	6,521,4	14,120,3	319,812,3	340,946,9	(a)12,533,7	(a)562,2	(a)6,781,0
	1931-32	358,6	4,656,4	10,735,7	286,105,4	301,856,1	(a)11,032,8	(a)420,1	(a)4,891,4
3' 3½" GAUGE.									
Assam Bengal	1930-31	13,9	43,2	505,6	11,622,6	12,185,3	* 443,6	16,6	47,8
	1931-32	11,0	35,8	371,6	9,697,0	10,115,4	345,7	13,1	39,7
Bengal and North Western	1930-31	11,8	82,1	363,6	34,631,1	35,088,6	1,329,7	13,1	88,0
	1931-32	10,1	74,2	321,5	30,264,8	30,670,6	979,5	11,2	79,4
Bombay, Baroda and Central India	1930-31	13,9	108,7	7,4	25,422,6	25,552,6	2,891,9	22,3	158,3
	1931-32	11,9	92,1	6,8	22,408,4	22,519,2	2,673,8	18,5	134,9
Burma	1930-31	51,6	540,0	Nil	28,270,6	28,862,2	Nil	51,6	540,0
	1931-32	38,4	378,6	Nil	22,430,5	22,847,5	Nil	38,4	378,6

* Figures not required.

Class I Railways for the years 1930-31 and 1931-32.

(in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	
									5' 6" GAUGE.
1,871.7	19,301.1	21,373.2	24,453.2	6,736	17,485	68,438	858,364	951,023	Bengal-Nagpur.
1,734.5	16,370.7	18,258.1	20,590.9	6,229	15,912	66,404	769,261	857,806	
46.2	55,482.3	58,731.5	87,607.9	9,712	49,805	10,443	1,149,022	1,218,982	Bombay, Baroda and Central India.
56.5	54,469.6	56,702.9	82,631.5	9,029	39,794	12,588	1,092,805	1,154,216	
3,560.8	29,721.9	33,773.2	45,052.0	5,439	14,764	60,456	683,865	764,524	Eastern Bengal.
1,972.4	27,260.9	29,569.0	38,645.8	4,191	12,189	46,125	608,463	668,968	
5,273.9	60,724.0	66,656.4	66,656.4	18,831	67,846	226,548	3,412,991	3,726,216	East Indian.
4,631.6	56,050.5	61,266.9	61,266.9	16,019	56,562	205,307	3,109,448	3,387,336	
204.4	53,145.2	54,992.4	55,717.3	23,898	72,071	24,858	1,755,837	1,876,664	Great Indian Peninsula.
129.6	48,649.0	49,974.1	50,667.8	19,479	59,720	22,673	1,644,998	1,746,870	
348.1	25,797.6	26,327.9	41,620.4	5,103	18,390	23,592	796,971	844,056	Madras and Southern Mahratta.
215.4	22,776.6	23,134.9	37,387.4	4,193	15,387	16,716	721,642	757,938	
Nil	5,057.6	5,129.5	11,136.4	1,063	5,885	Nil	177,451	184,399	Nizam's State.
4.8	4,223.2	4,290.7	9,587.2	973	5,486	602	162,107	169,168	
2,982.4	64,289.8	68,009.6	*	16,690	69,962	151,055	2,944,619	3,182,326	North-Western (Commercial).
*	*	*	*	*	*	*	*	*	
205.1	7,285.9	7,588.4	*	1,549	6,296	10,233	292,699	310,777	North-Western (Military).
*	*	*	*	*	*	*	*	*	
3,063.2	68,689.5	72,521.6	73,562.7	18,239	76,258	161,288	3,237,318	3,493,103	North-Western (Total).
2,208.1	54,714.9	57,484.9	58,253.3	14,855	61,359	118,531	2,645,368	2,840,113	
Nil	13,849.9	13,974.9	63,189.6	1,382	7,539	Nil	345,015	353,936	South Indian.
Nil	12,109.1	12,207.4	55,885.8	1,103	6,806	Nil	298,217	306,126	
(a) 14,368.3	(a) 331,769.1	(a) 353,480.6		90,403	330,043	575,623	12,416,834	13,412,903	TOTAL 5' 6" GAUGE.
(a) 10,952.9	(a) 296,624.5	(a) 312,888.9		76,071	273,215	488,946	11,050,309	11,888,541	
									2' 3 3/4" GAUGE.
531.2	12,033.3	12,628.9	12,628.9	1,481	2,864	20,841	340,550	365,736	Assam Bengal.
393.4	10,014.9	10,461.1	10,461.1	1,118	2,456	16,669	276,349	296,592	
336.5	35,930.7	36,418.3	36,418.3	1,253	6,171	21,566	1,169,876	1,198,866	Bengal and North-Western.
338.2	31,221.3	31,650.1	31,650.1	1,135	5,636	19,284	996,550	1,023,605	
11.8	28,252.1	28,444.5	†	2,646	13,690	580	1,104,867	1,121,783	Bombay, Baroda and Central India.
13.0	25,026.6	25,193.0	†	2,285	12,486	822	1,004,774	1,020,367	
Nil	28,270.6	28,862.2	28,862.2	4,654	19,357	Nil	609,555	633,566	Burma.
Nil	22,430.5	22,847.5	22,847.5	3,975	15,482	Nil	501,648	521,105	

(a) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys, but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

* Figures not required.

† Included under 5' 6" gauge.

12.—Statement of Passenger Revenue Statistics of

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. 8	Passen	
		1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7		1st. 9	2nd. 10
3' 3½" GAUGE—concd.									
Eastern Bengal	1930-31	8,0	47,7	471,4	9,655,2	10,181,3	1,553,1	13,6	60,0
	1931-32	7,3	37,6	328,2	7,797,2	8,170,3	1,308,3	12,3	49,8
Jodhpur	1930-31	2,4	19,6	85,2	3,204,6	3,311,8	371,4	3,9	26,8
	1931-32	2,0	17,4	83,5	2,638,3	2,741,2	322,8	3,2	23,8
Madras and Southern Mah-ratta.	1930-31	8,0	99,4	64,5	15,615,7	15,787,6	941,6	10,3	113,7
	1931-32	7,0	90,1	34,5	14,371,8	14,503,4	828,0	9,3	104,8
Nizam's State	1930-31	3,7	45,7	Nil	6,084,8	6,134,2	326,1	4,5	50,9
	1931-32	3,1	37,2	Nil	5,321,2	5,361,5	242,4	3,7	40,3
Rohilkund and Kumaon	1930-31	3,9	18,9	42,2	6,429,6	6,494,6	183,1	5,6	25,1
	1931-32	3,5	17,4	43,9	5,873,0	5,937,8	162,8	4,9	22,5
South Indian	1930-31	20,1	339,0	9,9	48,703,2	49,072,2	1,054,4	30,1	375,5
	1931-32	19,8	316,0	5,6	43,276,2	43,617,6	1,486,6	28,3	339,4
TOTAL 3' 3½" GAUGE	1930-31	137,3	1,344,3	1,549,8	189,640,0	192,671,4	(a)9,094,9	(a)171,6	(a)1,486,1
	1931-32	114,1	1,096,4	1,195,6	164,078,4	166,484,5	(a)8,349,9	(a)142,9	(a)1,213,2
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	1930-31	1,4	11,8	92,9	3,175,3	3,281,4	233,0	2,1	16,4
	1931-32	1,1	8,7	71,5	2,374,1	2,455,4	185,6	1,8	12,6
Bombay, Baroda and Central India.	1930-31	Nil	3,7	Nil	1,708,1	1,711,8	126,3	Nil	4,6
	1931-32	Nil	3,4	Nil	1,821,7	1,825,1	125,4	Nil	4,4
Eastern Bengal	1930-31	1	4,3	10,8	765,9	781,1	118,3	1	5,2
	1931-32	1	3,2	7,5	650,2	661,0	72,6	1	4,0
Great Indian Peninsula	1930-31	†	1,9	§	833,7	835,6	95,0	||	2,3
	†1931-32	†	1,8	§	787,3	789,1	70,9	||	2,2
North Western (Commercial)	1930-31	4,8	17,8	32,2	953,0	1,012,8	222,3	7,9	26,0
	1931-32	*	*	*	*	*	*	*	*
North Western (Military)	1930-31	2	1,6	9	251,1	253,8	40,9	5	2,5
	1931-32	*	*	*	*	*	*	*	*
North Western (Total)	1930-31	5,0	19,4	33,1	1,209,1	1,266,6	219,9	8,2	27,7
	1931-32	3,9	14,5	24,6	922,6	965,6	185,1	6,4	20,7
South Indian	1930-31	(b) 3	(b) Nil	Nil	567,0	567,3	61,2	(b) 6	(b) Nil
	1931-32	2	Nil	Nil	476,0	476,2	49,5	4	Nil
TOTAL 2' 6" AND 2' 0" GAUGES	1930-31	(b) 6,8	(b) 41,1	136,8	8,259,1	8,443,8	(a) 853,7	(a) (b) 11,0	(a) 56,2
	1931-32	5,3	31,6	103,6	7,031,9	7,172,4	(a) 689,1	(a) 8,7	(a) 43,9
TOTAL CLASS I RAILWAYS	1930-31	(b) 637,0	(b) 7,906,8	15,806,9	517,711,4	542,062,1	(a) 22,482,3	(a) (b) 744,8	(a) 8,322,3
	1931-32	478,0	5,784,4	12,034,9	457,215,7	475,513,0	(a) 20,071,8	(a) 571,7	(a) 6,148,5

* Figures not required.

† Includes figures for Darwha Pusad Ry.

‡ Included in column 4.

§ Included in column 6.

|| Included in column 10.

(b) Revised figures.

Class I Railways for the years 1930-31 and 1931-32—contd.

Passengers carried (in hundreds). (a)				Passenger miles (in thousands).					Railways.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	
527.4	11,134.4	11,735.4	||	1,451	2,997	15,310	446,134	465,892	3' 3 3/4" GAUGE—concl'd. Eastern Bengal.
379.0	9,037.5	9,478.6	||	1,147	2,663	11,628	348,487	363,925	
90.1	3,562.4	3,683.2	3,683.2	471	2,880	4,303	151,220	158,874	Jodhpur.
87.6	2,949.4	3,064.0	3,064.0	401	2,584	3,743	141,037	147,765	
69.4	16,535.8	16,729.2	||	1,507	8,963	5,390	531,296	547,156	Madras and Southern Mahratta.
38.5	15,178.8	15,331.4	||	1,410	8,636	4,157	483,573	497,776	
Nil	6,404.9	6,460.3	||	606	3,722	Nil	198,944	203,272	Nizam's State.
Nil	5,559.9	5,603.9	||	493	3,223	Nil	183,789	187,505	
45.4	6,601.6	6,677.7	6,677.7	582	2,041	1,920	163,904	163,447	Rohilkund and Kumaon.
47.0	6,026.2	6,100.6	6,100.6	546	1,900	2,012	152,191	156,649	
10.0	49,711.0	50,126.6	||	2,997	79,673	1,944	1,187,685	1,212,199	South Indian.
5.7	44,730.8	45,104.2	||	2,562	17,424	996	1,037,165	1,058,147	
(a) 1,671.8	(a) 198,436.8	(a) 201,766.3		17,648	82,358	71,854	5,903,931	6,075,791	TOTAL 3' 3 3/4" GAUGE.
(a) 1,302.4	(a) 172,175.9	(a) 174,834.4		15,072	72,490	59,311	5,125,563	5,272,436	
103.6	3,392.3	3,514.4	||	119	939	3,677	105,357	110,092	2' 6" AND 2' 0" GAUGES. Bengal-Nagpur.
82.3	2,544.3	2,641.0	||	99	657	2,947	78,692	82,395	
Nil	1,333.5	1,333.1	||	Nil	101	Nil	25,465	25,566	Bombay, Baroda and Cent- ral India.
Nil	1,946.1	1,950.5	||	Nil	97	Nil	26,793	26,890	
14.4	879.7	899.4	||	1	62	100	7,419	7,582	Eastern Bengal.
9.2	720.3	733.6	||	Nil	50	71	6,288	6,409	
†	928.3	930.6	||	†	58	§	16,094	16,152	Great Indian Peninsula.
†	857.8	860.0	||	†	55	§	14,685	14,740	
39.6	1,161.6	1,235.1	||	408	1,154	1,367	36,674	39,603	North Western (Commer- cial).
*	*	*		*	*	*	*	*	
1.6	290.1	294.7	||	55	206	123	10,323	10,707	North Western (Military.)
*	*	*		*	*	*	*	*	
40.5	1,410.1	1,486.5	||	463	1,360	1,490	46,997	50,310	North Western (Total).
30.6	1,093.0	1,150.7	||	366	1,036	1,078	37,427	39,907	
Nil	627.9	628.5	||	(b) 15	(b) Nil	Nil	10,140	10,155	South Indian.
Nil	525.3	525.7	||	9	Nil	Nil	8,647	8,656	
(a) 153.5	(a) 9,071.8	(a) 9,297.5	||	(b) 598	(b) 2,520	5,267	211,472	219,857	TOTAL 2' 6" AND 2' 0" GAUGES.
(a) 122.1	(a) 7,686.8	(a) 7,861.5		474	1,896	4,096	172,532	178,997	
(a) 16,198.6	(a) 539,277.7	(a) 564,544.4	(a) 557,266.2	(b) 108,649	(b) 419,921	652,744	18,532,337	19,708,551	TOTAL CLASS I RAILWAYS.
(a) 12,377.4	(a) 470,487.2	(a) 495,584.8	(a) 489,039.9	91,617	347,600	552,353	16,348,404	17,339,974	

(a) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

* Figures not required.

|| Included under 5' 6" Gauge.

(b) Revised figures.

† Included in col. 12.

‡ Included in col. 16.

§ Included in col. 18.

12.—Statement of Passenger Revenue Statistics of

Railway.		Year. 22	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
21	1st. 23		2nd. 24	Inter. 25	3rd. 26	Total. 27	
5' 6" GAUGE.							
Bengal-Nagpur	1930-31	195.2	105.4	36.6	44.5	44.5	
	1931-32	228.9	126.6	38.3	47.0	47.0	
Bombay, Baroda and Central India	1930-31	79.0	16.2	225.8	20.7	20.8	
	1931-32	132.7	18.9	222.6	19.3	20.4	
Eastern Bengal	1930-31	72.5	35.5	17.0	23.0	22.6	
	1931-32	75.2	43.5	23.4	22.2	22.6	
East Indian	1930-31	210.0	119.0	43.0	56.0	56.0	
	1931-32	203.0	112.0	44.0	55.0	55.0	
Great Indian Peninsula	1930-31	222.1	46.9	121.6	33.0	34.1	
	1931-32	223.6	53.9	174.9	33.8	35.0	
Madras and Southern Mahratta	1930-31	234.7	114.6	67.8	30.9	32.1	
	1931-32	225.5	123.8	77.6	31.7	32.8	
Nizam's State	1930-31	131.0	92.2	NH	35.1	35.9	
	1931-32	138.7	98.4	126.8	38.4	39.4	
North Western (Commercial)	1930-31	190.1	107.7	50.6	45.8	46.8	
	1931-32	†	†	†	†	†	
North Western (Military)	1930-31	114.4	75.1	49.9	40.2	41.0	
	1931-32	†	†	†	†	†	
North Western (Total)	1930-31	200.3	112.5	52.7	47.1	48.2	
	1931-32	217.3	124.3	53.7	48.3	49.4	
South Indian	1930-31	118.0	66.5	NH	24.9	25.3	
	1931-32	118.4	76.5	NH	24.6	25.1	
TOTAL 5' 6" GAUGE	1930-31	*160.8	*48.6	*40.1	*37.4	*37.9	
	1931-32	*181.1	*55.9	*44.7	*37.3	*38.0	
3' 3½" GAUGE.							
Assam Bengal	1930-31	89.5	59.9	39.2	28.3	28.9	
	1931-32	85.6	61.9	42.4	27.6	28.4	
Bengal and North-Western	1930-31	95.3	70.1	55.8	32.6	32.9	
	1931-32	100.9	71.1	57.0	31.9	32.3	
Bombay, Baroda and Central India	1930-31	118.8	86.5	49.3	39.1	39.4	
	1931-32	123.7	92.6	63.3	40.2	40.5	
Burma	1930-31	90.1	35.8	NH	21.6	21.9	
	1931-32	103.6	40.9	NH	22.4	22.8	

* Columns 23 to 27.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Figures not required.

Class I Railways for the years 1930-31 and 1931-32—contd.

EARNINGS FROM PASSENGERS CARRIED (INCLUDING REFUNDS AND REMISSIONS IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					Railway. 38
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	
Ra.	Rs.	Rs.	Rs.	Ra.						
5' 6" GAUGE.										
6.80	7.90	14.56	1,48.08	1,77.34	19.4	8.68	4.08	3.31	3.58	Bengal-Nagpur.
5.78	7.33	14.01	1,29.95	1,57.07	17.8	8.85	4.05	3.24	3.52	
7.81	16.19	2.98	1,73.57	2,00.55	15.4	6.24	5.48	2.90	3.16	Bombay, Baroda and Central India.
7.82	15.74	3.52	1,71.06	1,98.14	16.6	7.59	5.37	3.01	3.29	
4.70	7.25	12.20	1,10.06	1,34.21	16.6	9.42	3.87	3.08	3.36	Eastern-Bengal.
3.80	6.32	9.72	99.82	1,19.66	17.4	9.96	4.04	3.15	3.43	
13.51	23.44	41.61	4,56.25	5,34.81	13.8	6.63	3.52	2.56	2.75	East Indian.
12.41	21.58	38.90	4,34.99	5,07.88	14.9	7.32	3.64	2.68	2.88	
21.17	28.31	7.36	2,97.09	3,53.93	17.0	7.54	5.69	3.25	3.62	Great Indian Peninsula.
18.26	25.52	6.87	2,92.90	3,43.55	18.0	8.20	5.81	3.42	3.78	
4.81	8.64	6.09	1,36.64	1,56.18	18.1	9.03	4.96	3.29	3.55	Madras and Southern Mahratta.
4.07	7.20	5.15	1,30.16	1,46.58	18.6	8.98	5.91	3.46	3.71	
84	2.40	Nil	28.09	31.33	15.1	7.84	Nil	3.04	3.26	Nizam's State.
81	2.24	16	26.61	29.82	16.0	7.85	4.89	3.15	3.38	
11.05	22.98	33.93	4,23.81	4,91.77	12.7	6.30	4.31	2.76	2.97	North Western (Commercial).
*	*	*	*	4,33.84	*	*	*	*	*	
97	1.97	2.30	41.81	47.05	12.1	6.01	4.32	2.74	2.91	North Western (Military).
*	*	*	*	42.20	*	*	*	*	*	
12.02	24.95	36.23	4,65.62	5,38.82	12.7	6.28	4.31	2.76	2.96	North Western (Total).
11.54	22.68	27.83	4,13.99	4,76.04	14.9	7.09	4.51	3.00	3.22	
1.65	4.08	Nil	61.91	67.64	22.9	10.4	Nil	3.45	3.67	South Indian.
1.33	3.87	Nil	56.22	61.42	23.2	10.9	Nil	3.62	3.85	
73.31	1,23.16	1,21.03	18,77.31	21,94.81	15.6	7.16	4.04	2.90	3.14	TOTAL 5' 6" GAUGE.
65.82	1,12.48	1,06.16	17,55.70	20,40.18	16.6	7.90	4.17	3.05	3.29	
3' 3½" GAUGE.										
2.15	2.09	5.25	69.95	79.44	27.8	13.9	4.82	3.93	4.16	Assam Bengal.
1.64	1.79	4.18	57.32	64.93	28.2	13.9	4.80	3.90	4.20	
87	2.45	3.95	1,45.61	1,52.88	12.8	7.39	3.42	2.36	2.41	Bengal and North Western.
78	2.28	3.55	1,25.69	1,32.30	13.2	7.75	3.54	2.42	2.48	
2.61	6.33	13	1,82.92	1,92.49	18.9	9.57	4.36	3.18	3.29	Bombay, Baroda and Central India.
2.23	6.25	19	1,68.06	1,76.73	18.7	9.61	4.49	3.20	3.33	
4.06	7.68	Nil	1,06.77	1,18.51	16.7	7.58	Nil	3.35	3.52	Burma.
3.39	6.09	Nil	88.19	97.67	16.3	7.52	Nil	3.36	3.58	

* Figures not required.

12.—Statement of Passenger Revenue Statistics of Class I Railways

Railway. 21	Year. 22	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
		1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3' 3½" GAUGE—concd.						
Eastern Bengal	1930-31	106.9	49.9	29.0	40.1	39.7
	1931-32	93.1	53.5	30.7	38.6	38.4
Jodhpur	1930-31	121.4	107.4	47.8	42.4	43.1
	1931-32	124.6	108.4	42.7	47.8	48.2
Madras and Southern Mahratta	1930-31	146.5	78.8	77.7	32.1	32.7
	1931-32	151.4	82.4	108.0	31.9	32.5
Nizam's State	1930-31	133.4	73.2	NH	31.1	31.5
	1931-32	134.5	80.0	NH	33.1	33.5
Rohilkund & Kumaon	1930-31	104.4	81.2	42.3	24.8	25.2
	1931-32	111.0	84.3	42.8	25.3	25.7
South Indian	1930-31	99.5	52.4	194.0	23.9	24.2
	1931-32	90.5	51.3	174.9	23.2	23.5
TOTAL 3' 3½" GAUGE	1930-31	*102.8	*55.4	*43.0	*29.8	*30.1
	1931-32	*105.4	*59.8	*45.6	*29.8	*30.2
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	1930-31	57.0	57.3	35.5	31.1	31.3
	1931-32	56.4	52.3	35.8	30.9	31.2
Bombay, Baroda and Central India	1930-31	NH	21.8	NH	13.9	13.9
	1931-32	NH	22.4	NH	13.8	13.8
Eastern Bengal	1930-31	5.64	12.0	6.90	8.43	8.43
	1931-32	5.40	12.4	7.70	8.73	8.74
Great Indian Peninsula	1930-31	†	25.1	NH	17.3	17.4
	†1931-32	†	25.9	§	17.1	17.1
North-Western (Commercial)	1930-31	51.9	44.3	34.5	31.6	32.1
	1931-32	||	||	||	||	||
North-Western (Military)	1930-31	103.0	81.5	78.0	35.6	36.3
	1931-32	||	||	||	||	||
North-Western (Total)	1930-31	56.5	49.2	36.8	33.3	33.8
	1931-32	57.0	50.0	35.3	34.2	34.7
South Indian	1930-31	(b) 23.9	(b) NH	NH	16.1	16.2
	1931-32	23.5	NH	NH	16.5	16.5
TOTAL 2' 6" AND 2' 0" GAUGES	1930-31	*(b) 54.4	*(b) 44.8	*33.2	*23.3	*23.7
	1931-32	*54.5	*43.2	*33.6	*22.4	*22.8
TOTAL CLASS I RAILWAYS	1930-31	*(b) 145.9	*(b) 50.5	*40.3	*34.4	*34.9
	1931-32	*160.3	*56.5	*44.6	*34.3	*35.0

* Columns 23 to 27.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Includes figures for Darwha Pnsad Ry.

§ Included in Col. 26.

(b) Revised figures.

|| Figures not required.

for the years 1930-31 and 1931-32—concl'd.

EARNINGS FROM PASSENGERS CARRIED INCLUDING REFUNDS AND REMISSIONS (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					Railway. 38
1st. 28	2nd 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	
Rs.	Rs.	Rs.	Rs.	Rs.						
1,26	1,43	3,07	71,18	76,99	16.6	9.42	3.81	3.04	3.14	3' 3½" GAUGE—concl'd. Eastern Bengal.
1,04	1,38	2,45	57,19	62,06	17.3	9.88	4.01	3.12	3.25	
55	1,71	1,10	31,33	34,69	22.0	11.4	4.90	3.98	4.19	Jodhpur.
47	1,50	97	27,50	30,44	22.6	11.1	5.00	3.74	3.96	
1,45	4,45	1,40	91,01	98,31	18.5	9.53	4.99	3.29	3.45	Madras and Southern Mahratta.
1,35	4,33	1,30	86,80	93,78	18.4	9.64	5.99	3.45	3.62	
49	1,51	Nil	30,35	32,35	15.6	7.79	Nil	2.93	3.06	Nizam's State.
42	1,30	Nil	28,07	29,79	16.2	7.75	Nil	2.93	3.05	
70	1,09	46	22,49	24,74	23.1	10.2	4.64	2.63	2.82	Rohilkund and Kumaon.
62	1,01	48	20,09	22,20	21.8	10.2	4.57	2.53	2.72	
3,76	10,46	75	1,99,90	2,14,87	22.4	9.46	7.44	3.13	3.33	South Indian.
3,09	8,97	39	1,85,70	1,98,15	21.4	9.13	7.50	3.39	3.53	
17,90	39,75	16,11	9,51,51	10,25,27	19.5	9.27	4.30	3.09	3.24	TOTAL 3' 3½" GAUGE.
15,03	34,90	13,51	8,44,61	9,08,05	19.1	9.24	4.37	3.16	3.31	
12	45	78	18,42	19,77	19.0	9.14	4.09	3.36	3.45	2' 6" AND 2' 0" GAUGES. Bengal-Nagpur.
10	32	63	13,48	14,53	19.0	9.50	4.14	3.29	3.39	
Nil	9	Nil	4,67	4,76	Nil	16.9	Nil	3.52	3.57	Bombay, Baroda and Central India.
Nil	9	Nil	4,67	4,76	Nil	17.0	Nil	3.35	3.40	
Nil	5	2	1,43	1,50	17.6	14.1	3.90	3.71	3.80	Eastern Bengal.
Nil	4	1	1,27	1,32	20.6	14.2	4.03	3.88	3.96	
*	4	†	4,10	4,14	§	12.6	||	4.89	4.92	Great Indian Peninsula.
*	3	†	3,72	3,75	§	12.7	||	4.87	4.90	
1,00	99	77	10,69	13,45	46.3	16.4	10.8	5.51	6.43	North-Western (Commercial).
†	†	†	†	11,30	†	†	†	†	†	
6	9	5	2,11	2,31	20.0	8.20	7.64	3.92	4.13	North-Western (Military).
†	†	†	†	1,83	†	†	†	†	†	
1,06	1,08	82	12,80	15,76	43.6	15.1	10.5	5.16	5.94	North-Western (Total).
89	90	60	10,74	13,13	46.5	16.6	10.8	5.48	6.29	
(b) 1	(b) Nil	Nil	1,78	1,79	16.5	Nil	Nil	3.37	3.39	South Indian.
1	Nil	Nil	1,54	1,55	15.1	Nil	Nil	3.42	3.43	
(b) 1,19	(b) 1,71	1,62	43,20	47,72	(b) 38.2	13.0	5.90	3.92	4.17	TOTAL 2' 6" AND 2' 0" GAUGES.
1,00	1,38	1,24	35,42	39,04	40.5	14.0	5.81	3.94	4.19	
(b) 92,40	(b) 1,64,62	1,38,76	28,72,02	32,67,80	16.3	(b) 7.53	4.08	2.99	3.18	TOTAL CLASS I RAILWAYS.
81,85	1,48,76	1,20,91	26,35,73	29,87,25	17.2	8.22	4.20	3.10	3.31	

* Included in column 29.

† Figures not required.

‡ Included in column 31.

§ Included in column 34.

|| Included in column 36.

(b) Revised figures.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total.	Other traffic. (a).	Total. (a).
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur	1930-31	4,340	1,153	822	782	5,354	12,451	1,459	13,910
	1931-32	4,333	894	743	701	4,869	11,540	1,270	12,810
Bombay, Baroda and Central India.	1930-31	1	Nil	18	294	2,545	2,858	1,530	4,388
	1931-32	1	Nil	12	295	2,166	2,474	1,469	3,943
Eastern Bengal	1930-31	10	Nil	8	224	1,816	2,058	2,950	5,008
	1931-32	9	2	6	227	1,573	1,817	2,459	4,276
East Indian	1930-31	8,475	2,671	1,623	1,332	5,106	19,207	3,128	22,335
	1931-32	7,922	2,102	1,433	1,214	4,348	17,019	3,023	20,042
Great Indian Peninsula	1930-31	605	Nil	245	893	5,091	6,834	3,466	10,300
	1931-32	636	Nil	215	1,099	4,422	6,372	2,916	9,288
Madras and Southern Mahratta.	1930-31	12	Nil	110	563	1,341	2,026	1,700	3,726
	1931-32	18	Nil	112	493	1,204	1,827	1,666	3,493
Nizam's State	1930-31	354	246	171	206	386	1,363	386	1,749
	1931-32	307	222	150	214	328	1,221	425	1,646
North-Western (Commercial).	1930-31	42	4	48	2,184	7,453	9,731	3,857	13,588
	1931-32	21	3	40	1,972	6,536	8,572	3,291	11,863
North-Western (Military)	1930-31	39	Nil	2	177	1,119	1,337	1,072	2,409
	1931-32	37	Nil	2	183	1,049	1,271	865	2,136
North-Western (Total)	1930-31	81	4	50	2,361	8,572	11,068	3,047	14,115
	1931-32	58	3	42	2,155	7,585	9,843	2,588	12,431
South Indian	1930-31	Nil	Nil	39	133	1,164	1,336	683	2,019
	1931-32	Nil	Nil	38	111	902	1,051	718	1,769
TOTAL 5' 6" GAUGE.	1930-31	13,878	4,074	3,086	6,788	31,375	59,201	(a) 18,349	(a) 77,550
	1931-32	13,284	3,223	2,751	6,509	27,397	53,164	(a) 16,534	(a) 69,698
3' 3½" GAUGE.									
Assam-Bengal	1930-31	33	8	72	199	988	1,300	376	1,676
	1931-32	31	5	72	177	993	1,278	323	1,601
Bengal and North-Western	1930-31	7	2	42	746	1,506	2,303	1,122	3,425
	1931-32	5	1	37	645	1,729	2,417	1,281	3,698
Bombay, Baroda and Central India.	1930-31	2	Nil	7	350	1,317	1,676	2,095	3,771
	1931-32	1	Nil	8	329	1,218	1,556	1,754	3,310
Burma	1930-31	72	1	255	1,382	3,235	4,945	Nil	4,945
	1931-32	60	1	187	1,524	2,203	3,975	Nil	3,975

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1930-31 and 1931-32 (In thousands).

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construc- tion.	Coal for Home line.	Grain and oilseeds.	Other com- modities (including other revenue stores).	Total.	On the system. (a).			
11	12	13	14	15	16	17	18	19	20
5' 6" GAUGE.									
4,947	1,231	821	909	5,952	13,910	14,290	10,090	376	} Bengal-Nagpur.
4,912	997	743	800	5,358	12,810	13,107	9,525	285	
346	17	264	582	3,179	4,388	7,143	3,383	250	} Bombay, Baroda and Central India.
339	17	264	527	2,796	3,943	6,415	2,996	237	
1,356	68	319	392	2,873	5,008	5,833	3,573	768	} Eastern Bengal.
1,200	55	244	361	2,416	4,276	5,162	3,193	576	
9,109	3,117	1,623	1,882	6,604	22,335	22,335	15,311	887	} East Indian.
8,560	2,435	1,433	1,836	5,778	20,042	20,042	13,649	822	
1,133	213	809	1,631	6,514	10,300	10,360	8,301	381	} Great Indian Peninsula.
1,100	212	649	1,725	5,602	9,288	9,348	7,103	370	
197	129	384	1,056	1,960	3,726	5,706	2,673	322	} Madras and Southern Mah- ratta.
183	120	345	922	1,923	3,493	5,415	2,471	376	
359	246	171	322	651	1,749	2,393	753	165	} Nizam's State.
309	223	150	364	600	1,646	2,114	718	181	
965	5	1,277	2,513	8,828	13,588	†	11,581	†	} North-Western (Commer- cial).
926	3	855	2,300	7,779	11,863	†	10,147	†	
138	NH	166	365	1,740	2,409	†	1,318	†	} North-Western (Military).
125	NH	101	313	1,597	2,136	†	1,256	†	
992	5	1,278	2,506	9,334	14,115	14,348	12,899	95	} North-Western (Total).
948	4	857	2,314	8,308	12,431	12,561	11,403	117	
17	1	107	387	1,507	2,019	5,664	1,584	41	} South Indian.
18	NH	115	324	1,312	1,769	4,839	1,342	44	
(a) 18,456	(a) 5,077	(a) 5,776	(a) 9,667	(a) 38,574	(a) 77,550		58,567	3,285	} TOTAL 5' 6" GAUGE.
(a) 17,569	(a) 4,063	(a) 4,860	(a) 9,173	(a) 34,093	(a) 69,698		52,400	3,008	
3' 3½" GAUGE.									
167	13	112	241	1,143	1,676	1,676	1,338	15	} Assam-Bengal.
144	10	99	217	1,131	1,601	1,601	1,358	16	
331	4	283	866	1,941	3,425	3,425	2,755	41	} Bengal and North-Western.
331	1	255	926	2,185	3,698	3,698	3,085	34	
150	115	274	838	2,394	3,771	*	2,523	712	} Bombay, Baroda and Cen- tral India.
133	87	238	638	2,214	3,310	*	2,167	564	
72	1	255	1,382	3,235	4,945	4,945	4,945	Nil	} Burma.
60	1	187	1,524	2,203	3,975	3,975	3,975	Nil	

are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey

* Shown under 5' 6" gauge.

† Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total.	Other traffic. (a).	Total. (a)
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores.)			
1	2	3	4	5	6	7	8	9	10
2' 3½" GAUGE—contd.									
Eastern Bengal	1930-31	1	Nil	13	135	912	1,061	1,153	2,219
	1931-32	1	3	6	140	833	983	1,004	1,987
Jodhpur	1930-31	Nil	Nil	3	42	575	620	396	1,016
	1931-32	Nil	Nil	2	29	406	437	352	789
Madras and Southern Mahratta.	1930-31	15	20	194	618	1,079	1,926	719	2,645
	1931-32	14	17	172	547	1,052	1,802	762	2,564
Nizam's State	1930-31	Nil	Nil	1	210	331	592	274	866
	1931-32	Nil	Nil	1	204	209	414	259	673
Rohilkund and Kumaon	1930-31	Nil	Nil	46	172	714	932	121	1,053
	1931-32	Nil	Nil	43	125	694	862	122	984
South Indian	1930-31	42	Nil	217	656	2,842	3,757	366	4,123
	1931-32	47	Nil	290	565	2,397	3,299	329	3,628
TOTAL 2' 3½" GAUGE	1930-31	172	31	350	4,516	13,549	19,112	(a) 6,627	(a) 25,739
	1931-32	159	27	728	4,285	11,734	16,933	(a) 6,186	(a) 23,119
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	1930-31	53	1	53	98	373	578	145	723
	1931-32	49	1	45	75	278	448	132	580
Bombay, Baroda and Central India.	1930-31	Nil	Nil	Nil	22	159	181	54	235
	1931-32	Nil	Nil	Nil	22	140	162	55	217
Eastern Bengal	1930-31	Nil	Nil	Nil	Nil	6	6	1	7
	1931-32	Nil	Nil	Nil	Nil	4	4	Nil	4
Great Indian Peninsula	1930-31	Nil	Nil	Nil	55	133	193	72	265
	1931-32†	Nil	Nil	Nil	23	56	79	80	159
North-Western (Commercial)	1930-31	18	Nil	23	52	137	280	156	436
	1931-32	23	Nil	14	49	92	178	152	330
North-Western (Military)	1930-31	1	Nil	4	2	63	70	50	120
	1931-32	Nil	Nil	3	2	56	61	47	108
North-Western (Total.)	1930-31	19	Nil	27	54	249	349	181	530
	1931-32	23	Nil	17	51	148	239	176	415
South Indian	1930-31	Nil	Nil	Nil	18	20	38	19	57
	1931-32	Nil	Nil	Nil	12	23	35	18	53
TOTAL 2' 6" & 2' 0" GAUGES	1930-31	72	1	80	247	945	1,345	(a) 472	(a) 1,817
	1931-32	72	1	62	183	649	967	(a) 461	(a) 1,428
TOTAL CLASS I RAILWAYS	1930-31	24,122	4,106	4,016	11,545	45,869	79,658	(a) 25,448	(a) 1,05,106
	1931-32	13,515	3,251	3,541	10,977	39,780	71,064	(a) 23,181	(a) 94,245

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

† Includes figures for Darwha Pusaad Railway.

for the years 1930-31 and 1931-32 (In thousands)—contd.

Tons carried. (a)							Tons termi- nating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construc- tion.	Coal for home line.	Grain and oilseeds.	Other com- modities (including other revenue stores).	Total.	On the system. (a)			
11	12	13	14	15	16	17	18	19	20
									3' 3½' GAUGE—contd.
295	48	147	282	1,447	2,219	*	1,116	523	Eastern Bengal.
259	35	101	249	1,343	1,987	*	1,050	459	
10	NH	62	206	733	1,016	1,016	733	117	Jodhpur.
9	NH	44	189	547	789	789	527	140	
36	51	197	877	1,434	2,645	*	1,396	103	Madras and Southern Mah- ratta.
31	40	174	828	1,491	2,564	*	1,817	98	
70	NH	46	250	500	866	*	545	55	Nizam's State.
50	NH	39	258	326	673	*	390	66	
20	NH	45	180	308	1,053	1,053	727	2	Rohilkund and Kumaon.
20	NH	43	132	789	984	984	668	2	
64	1	217	752	3,099	4,123	*	3,737	NH	South Indian.
52	NH	200	660	2,626	3,538	*	3,230	NH	
(a) 1,205	(a) 233	(a) 1,638	(a) 5,874	(a) 16,789	(a) 25,739		20,420	1,573	TOTAL 3' 3½' GAUGE.
(a) 1,089	(a) 174	(a) 1,360	(a) 5,621	(a) 14,855	(a) 23,119		18,267	1,379	
									2' 6" AND 2' 0" GAUGES.
77	1	54	125	466	723	*	519	6	Bengal-Nagpur.
75	1	46	97	361	580	*	423	3	
7	NH	NH	38	190	235	*	89	2	Bombay, Baroda and Cen- tral India.
5	NH	NH	38	174	217	*	87	3	
NH	NH	NH	NH	7	7	*	6	NH	Eastern Bengal.
NH	NH	NH	NH	4	4	*	3	NH	
9	NH	NH	74	182	265	*	132	NH	Great Indian Peninsula.
15	NH	NH	44	100	159	*	134	NH	
32	NH	23	78	303	436	*	322	†	North-Western (Commers- cial).
35	NH	14	74	207	330	*	217	†	
6	NH	8	11	95	120	*	91	†	North-Western (Military.)
4	NH	6	11	87	108	*	89	†	
34	NH	27	88	381	630	*	413	†	North-Western (Total).
38	NH	18	82	277	415	*	306	†	
NH	NH	NH	23	34	57	*	21	NH	South Indian.
NH	NH	NH	17	36	53	*	21	NH	
(a) 127	(a) 1	(a) 81	(a) 348	(a) 1,260	(a) 1,817		1,180	8	TOTAL 2' 6" & 2' 0" GAUGES.
(a) 133	(a) 1	(a) 64	(a) 278	(a) 952	(a) 1,428		974	8	
(a) 19,733	(a) 5,311	(a) 7,495	(a) 15,589	(a) 56,623	(a) 105,106	100,237	80,767	4,866	TOTAL CLASS I RAILWAYS.
(a) 18,791	(a) 4,238	(a) 6,244	(a) 15,072	(a) 49,900	(a) 94,245	90,050	7641	4,395	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey

* Shown under 5' 6" gauge.

† Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Net ton miles:					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total.
21	22	23	24	25	26	27	28
5' 6" GAUGE.							
Bengal-Nagpur	1930-31	726,903	489,202	176,731	182,210	958,491	2,533,537
	1931-32	729,744	368,766	139,378	151,099	866,561	2,255,548
Bombay, Baroda and Central India.	1930-31	143,993	4,953	61,464	123,769	556,742	890,921
	1931-32	136,062	4,413	67,942	105,378	492,124	805,919
Eastern Bengal	1930-31	104,515	12,401	47,106	38,713	319,804	522,539
	1931-32	90,677	9,182	35,916	31,506	271,357	438,638
East Indian	1930-31	2,214,540	1,618,231	425,846	552,223	1,280,473	6,091,312
	1931-32	2,157,923	1,248,800	380,698	542,690	1,158,652	5,488,763
Great Indian Peninsula	1930-31	356,998	85,228	218,558	536,765	1,223,943	2,421,492
	1931-32	353,055	99,872	163,913	524,392	1,411,893	2,153,125
Madras and Southern Mahratta	1930-31	68,155	66,723	45,067	176,422	293,648	650,005
	1931-32	61,973	64,095	39,349	153,127	315,495	633,949
Nizam's State	1930-31	66,559	30,996	23,404	53,248	79,284	253,491
	1931-32	59,412	27,430	20,538	63,594	86,432	257,406
North-Western (Commercial)	1930-31	257,402	209	469,174	613,874	1,386,314	2,726,973
	1931-32	230,428	137	300,732	621,760	1,203,686	2,356,743
Do. (Military)	1930-31	11,245	19	25,675	23,055	173,073	238,067
	1931-32	9,591	13	15,868	24,640	148,595	198,707
Do. (Total)	1930-31	268,647	228	494,849	641,929	1,559,387	2,965,040
	1931-32	240,019	150	316,600	646,400	1,352,281	2,555,450
South Indian	1930-31	2,521	2	10,525	46,418	122,788	182,254
	1931-32	2,587	Nil	11,232	38,529	120,888	173,236
TOTAL 5' 6" GAUGE .	1930-31	3,952,831	2,307,964	1,503,539	2,351,697	6,394,560	16,510,581
	1931-32	3,831,452	1,822,618	1,175,566	2,256,715	5,675,683	14,762,034
3' 3½" GAUGE.							
Assam-Bengal	1930-31	19,319	1,691	14,419	36,463	186,575	258,467
	1931-32	17,306	1,283	13,126	37,707	174,181	243,603
Bengal and North Western	1930-31	41,734	292	43,123	118,992	260,497	462,638
	1931-32	41,298	65	39,386	123,837	306,609	511,195
Bombay, Baroda and Central India.	1930-31	41,686	29,351	63,838	216,955	406,481	758,311
	1931-32	30,322	21,438	60,091	146,634	391,339	649,824
Burma	1930-31	26,042	471	54,951	167,246	444,701	703,411
	1931-32	31,827	288	35,642	192,694	337,889	598,340

for the years 1930-31 and 1931-32 (In thousands)—contd.

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal excluding coal for home line.	Total goods including coal.	
29	30	31	32	33	34	35	
5' 6" GAUGE.							
148.0	382.0	215.0	201.0	166.0	197.0	185.0	} Bengal Nagpur.
150.0	370.0	189.0	189.0	162.0	188.0	177.0	
416.4	238.1	232.2	212.7	175.1	336.6	203.0	} Bombay, Baroda and Central India.
401.4	260.9	257.7	199.7	124.8	394.7	204.4	
77.0	183.0	148.0	99.0	113.0	82.0	105.0	} Eastern Bengal.
76.0	166.0	147.0	87.0	113.0	80.0	103.0	
243.0	519.0	262.0	293.0	198.0	313.0	274.0	} East Indian.
252.0	513.0	266.0	296.0	203.0	310.0	275.0	
315.1	399.8	270.2	329.0	195.9	328.5	241.5	} Great Indian Peninsula.
320.9	470.7	252.7	304.0	186.2	345.2	236.1	
347.0	518.0	117.0	167.0	150.0	411.0	175.0	} Madras and Southern Mahratta.
338.0	532.0	114.0	166.0	164.0	415.0	182.0	
185.4	126.0	136.5	165.7	121.7	161.3	144.9	} Nizam's State.
192.4	123.3	137.1	174.5	144.0	163.5	156.4	
266.7	49.3	367.6	244.3	166.5	265.8	208.4	} North Western (Commercial).
248.8	38.1	352.0	270.5	162.2	248.0	204.9	
81.4	54.5	154.7	76.9	109.7	81.4	105.9	} Do. (Military).
76.5	34.3	158.0	78.7	97.4	62.9	96.3	
270.7	49.9	387.4	256.2	179.8	269.7	220.4	} Do. (Total).
253.2	38.4	369.7	279.5	171.7	252.3	213.0	
146.2	4.86	98.5	120.0	81.5	142.5	90.3	} South Indian.
144.2	2.58	97.8	118.9	92.1	143.6	97.9	
*214.2	*454.6	*260.3	*243.3	*165.8	*266.0	*212.9	} TOTAL 5' 6" GAUGE.
*218.1	*448.8	*244.9	*246.0	*166.5	*261.4	*211.8	
3' 3½" GAUGE.							
115.1	124.8	128.7	151.2	163.2	116.7	154.1	} Assam-Bengal.
120.1	134.4	132.6	173.6	154.0	121.0	152.2	
126.2	81.8	152.5	137.3	134.2	125.7	135.7	} Bengal and North Western.
124.6	66.7	154.2	133.8	140.3	124.5	138.2	
278.7	254.5	232.8	258.8	169.9	250.8	201.0	} Bombay, Baroda and Central India.
228.6	246.6	251.9	229.6	176.8	235.8	196.3	
501.4	368.3	215.3	121.0	137.5	499.1	142.3	} Burma.
528.1	382.1	191.0	126.4	153.4	526.3	150.5	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total.
21	22	23	24	25	26	27	28
3' 3½" GAUGE—contd.							
Eastern Bengal	1930-31	41,660	6,194	15,752	32,995	144,354	240,955
	1931-32	35,887	4,574	11,178	27,456	147,272	226,367
Jodhpur	1930-31	1,235	Nil	12,819	31,570	83,377	129,001
	1931-32	1,096	Nil	8,959	39,919	62,234	112,208
Madras and Southern Mahratta	1930-31	6,168	15,440	64,963	158,410	231,895	476,876
	1931-32	3,902	11,495	54,923	152,790	240,507	463,617
Nizam's State	1930-31	12,760	2	9,355	40,927	43,821	106,865
	1931-32	9,102	47	7,740	43,674	33,615	94,178
Rohilkund and Kumaon	1930-31	849	Nil	1,246	15,465	73,095	90,655
	1931-32	834	Nil	1,147	12,173	73,310	87,464
South Indian	1930-31	6,015	14	17,539	84,844	210,376	318,838
	1931-32	4,771	2	16,890	73,128	190,914	285,705
TOTAL 3' 3½" GAUGE	1930-31	207,468	53,455	298,055	903,867	2,085,172	3,548,017
	1931-32	176,345	39,192	249,082	850,012	1,957,870	3,272,561
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1930-31	7,115	91	6,475	8,226	23,429	45,336
	1931-32	6,707	131	5,539	6,430	19,195	38,002
Bombay, Baroda and Central India.	1930-31	199	Nil	8	949	3,308	4,464
	1931-32	139	Nil	20	887	3,398	4,444
Eastern Bengal	1930-31	Nil	Nil	Nil	1	95	96
	1931-32	Nil	Nil	Nil	Nil	64	64
Great Indian Peninsula	1930-31	284	Nil	Nil	3,354	5,666	9,304
	1931-32*	532	Nil	Nil	1,813	3,612	5,957
North Western (Commercial)	1930-31	1,325	Nil	1,071	3,460	12,820	18,676
	1931-32	1,334	Nil	734	3,128	10,572	15,768
North Western (Military)	1930-31	366	Nil	635	870	5,503	7,374
	1931-32	203	Nil	468	767	4,647	6,085
North Western (Total)	1930-31	1,691	Nil	1,706	4,330	18,323	26,050
	1931-32	1,537	Nil	1,202	3,895	15,219	21,853
South Indian	1930-31	Nil	Nil	2	881	1,037	1,920
	1931-32	Nil	Nil	3	598	1,086	1,687
TOTAL 2' 6" & 2' 0" GAUGES	1930-31	9,289	91	8,191	17,741	51,853	87,170
	1931-32	8,915	131	6,764	13,623	42,574	72,007
TOTAL CLASS I RAILWAYS	1930-31	4,169,588	2,361,510	1,809,735	3,273,305	8,531,590	20,145,773
	1931-32	4,016,712	1,861,941	1,431,412	3,120,350	7,676,127	18,106,542

*Includes figures for Darwaha Pusad Railway.

for the years 1930-31 and 1931-32 (In thousands)—contd.

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal excluding coal for home line.	Total goods including coal.	
29	30	31	32	33	34	35	
							36
							3' 3½" GAUGE—contd.
141.0	130.0	107.0	117.0	101.0	140.0	109.0	Eastern Bengal.
139.0	133.0	111.0	110.0	111.0	138.0	115.0	
121.0	Nil	206.0	154.0	113.0	121.0	127.0	Jodhpur.
118.0	Nil	205.0	212.0	114.0	118.0	142.0	
172.0	304.0	330.0	181.0	156.0	249.0	180.0	Madras and Southern Mahratta.
126.0	285.0	315.0	185.0	161.0	216.0	181.0	
183.8	117.1	203.5	163.7	87.6	183.8	123.4	Nizam's State.
182.6	237.9	200.0	169.1	103.2	182.8	140.0	
43.0	Nil	27.0	86.0	90.0	43.0	86.0	Rohilkund & Kumaon.
42.0	Nil	27.0	92.0	93.0	42.0	89.0	
111.3	36.0	80.9	112.9	67.9	110.8	77.3	South Indian.
91.5	100.9	84.6	110.8	72.7	91.5	80.7	
*172.2	*229.4	*182.0	*153.9	*124.2	*181.4	*127.8	TOTAL 3' 3½" GAUGE.
*161.9	*225.2	*180.5	*151.2	*131.8	*170.7	*141.6	
							2' 6" AND 2' 0" GAUGES.
92.0	129.0	121.0	66.0	52.0	92.0	64.0	Bengal-Nagpur.
89.0	122.0	122.0	66.0	53.0	89.0	66.0	
27.0	Nil	30.9	24.9	17.5	27.1	19.0	Bombay, Baroda and Central India.
29.6	Nil	46.5	23.3	19.5	29.6	20.4	
Nil	Nil	Nil	14.0	14.0	Nil	14.0	Eastern Bengal.
Nil	Nil	Nil	15.0	15.0	Nil	15.0	
30.9	Nil	Nil	45.1	31.2	30.9	35.1	Great Indian Peninsula.
36.6	Nil	Nil	41.7	35.8	36.6	37.5	
41.3	Nil	47.7	44.1	44.4	41.3	44.3	North Western (Commercial).
38.0	Nil	52.1	42.5	51.2	38.0	47.9	
60.6	Nil	76.3	76.3	53.1	60.6	61.2	North Western (Military).
46.4	Nil	74.1	70.9	53.7	46.4	56.3	
43.7	Nil	63.0	49.3	49.9	43.7	50.4	North Western (Total).
43.2	Nil	66.4	47.6	55.0	40.5	52.7	
Nil	Nil	20.2	37.6	30.8	Nil	33.6	South Indian.
Nil	Nil	19.3	34.4	30.5	Nil	31.7	
*73.1	*129.0	*101.1	*51.0	*41.2	*73.3	*48.0	TOTAL 2' 6" AND 2' 0" GAUGES.
*67.0	*122.0	*105.7	*49.0	*44.7	*67.5	*50.4	
*210.7	*444.6	*241.4	*206.0	*150.7	*260.2	*191.7	TOTAL CLASS I RAILWAYS.
*213.8	*439.3	*229.2	*207.0	*153.8	*255.3	*192.1	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

† Revised figures.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried including refunds and remissions (in thousands.)					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oil seeds.	Other commodities (including other revenue stores).	Total.
37	38	39	40	41	42	43	44
5' 6" GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	1930-31	97,60	53,06	22,55	91,13	2,78,72	5,43,06
	1931-32	1,00,78	41,51	17,79	77,53	2,51,08	4,88,69
Bombay, Baroda and Central India	1930-31	14,61	47	5,76	52,66	2,94,73	3,68,23
	1931-32	14,05	43	6,37	48,79	2,89,38	3,59,02
Eastern Bengal	1930-31	21,26	1,93	6,86	15,97	1,76,88	2,22,90
	1931-32	18,70	1,53	5,34	13,65	1,48,34	1,87,56
East Indian	1930-31	3,44,92	1,75,64	54,06	1,53,91	4,57,22	11,85,75
	1931-32	3,37,18	1,40,45	47,78	1,56,40	4,35,90	11,17,71
Great Indian Peninsula	1930-31	44,89	8,54	25,56	2,01,42	6,19,98	9,00,39
	1931-32	43,16	9,60	20,60	2,08,33	4,83,12	7,64,81
Madras and Southern Mahratta	1930-31	11,16	7,80	5,05	91,79	1,57,89	2,73,69
	1931-32	9,90	7,82	4,57	82,18	1,55,73	2,60,20
Nizam's State	1930-31	14,37	8,45	2,97	28,33	43,44	97,56
	1931-32	12,74	8,07	2,52	31,24	42,02	96,59
North Western (Commercial)	1930-31	28,41	3	43,80	2,44,67	5,76,59	8,93,50
	1931-32	24,85	2	30,97	2,18,52	5,27,40	8,01,76
North Western (Military)	1930-31	1,28	Nil	2,44	11,73	64,90	80,35
	1931-32	1,09	Nil	1,63	8,86	56,94	68,52
North Western (Total)	1930-31	29,69	3	46,24	2,56,40	6,41,49	9,73,85
	1931-32	25,94	2	32,60	2,27,38	5,84,34	8,70,28
South Indian	1930-31	80	29	1,33	25,77	74,22	1,02,41
	1931-32	87	39	1,45	20,91	71,59	95,21
TOTAL 5' 6" GAUGE	1930-31	5,79,30	2,56,21	1,70,38	9,17,38	27,44,57	46,67,84
	1931-32	5,63,82	2,09,82	1,39,02	8,66,41	24,61,50	42,40,07
3' 3½" GAUGE.							
Assam-Bengal	1930-31	5,35	26	1,85	17,61	85,85	1,10,92
	1931-32	4,73	22	1,63	18,20	80,90	1,05,68
Bengal and North Western	1930-31	9,20	4	5,90	48,95	1,09,00	1,73,09
	1931-32	9,38	1	5,51	52,81	1,17,75	1,85,46
Bombay, Baroda and Central India	1930-31	4,71	3,08	5,98	87,00	2,12,65	3,13,42
	1931-32	3,55	2,33	5,63	62,07	1,99,38	2,72,96
Burma	1930-31	7,79	6	7,01	90,82	1,74,47	2,80,15
	1931-32	6,83	4	4,55	1,00,89	1,39,12	2,51,43

for the years 1930-31 and 1931-32 (In thousands)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign rail-ways & home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal excluding coal for home line.	Total goods including coal.	
45	46	47	48	49	50	51	
							5' 6" GAUGE.
2.48	2.08	2.45	9.59	5.52	2.32	4.06	} Bengal-Nagpur.
2.55	2.16	2.45	9.82	5.49	2.42	4.09	
3.82	1.83	1.95	8.16	10.2	1.90	7.93	} Bombay, Baroda and Central India.
1.98	1.88	1.80	8.89	11.3	1.98	8.55	
3.91	2.98	2.79	7.92	10.6	3.81	8.19	} Eastern Bengal.
3.96	3.21	2.85	8.32	10.5	3.89	8.21	
2.99	2.08	2.44	5.35	6.85	2.61	3.74	} East Indian.
3.00	2.16	2.41	5.53	7.22	2.69	3.91	
2.41	1.92	2.25	7.20	9.73	2.32	7.14	} Great Indian Peninsula.
2.35	1.84	2.41	7.63	9.17	2.24	6.82	
3.14	2.24	2.15	9.99	10.3	2.70	8.08	} Madras and Southern Mahratta.
3.07	2.35	2.23	10.3	9.48	2.70	7.88	
4.15	5.23	2.44	10.2	10.5	4.49	7.39	} Nizam's State.
4.12	5.65	2.35	9.43	9.33	4.60	7.21	
2.12	2.45	1.79	7.65	7.97	2.12	6.28	} North Western (Commercial).
2.07	2.54	1.98	6.75	8.45	2.07	6.54	
2.18	2.43	1.82	8.03	7.16	2.18	6.45	} North Western (Military).
2.18	2.63	1.98	6.90	7.35	2.18	6.61	
2.12	2.45	1.79	7.67	7.88	2.12	6.30	} North Western (Total).
2.07	2.55	1.98	6.75	8.33	2.07	6.55	
5.20	6.01	2.42	10.7	10.5	5.20	9.98	} South Indian.
5.34	10.8	2.48	10.4	10.4	5.34	9.81	
2.81	2.13	2.18	7.49	8.24	2.56	5.42	} TOTAL 5' 6" GAUGE.
2.82	2.21	2.27	7.37	8.33	2.63	5.55	
							3' 3½" GAUGE.
5.05	2.97	2.43	9.24	8.75	4.89	8.15	} Assam Bengal.
5.03	3.26	2.38	9.24	8.84	4.91	8.26	
4.23	2.67	2.63	7.90	8.93	4.22	7.15	} Bengal and North Western.
4.36	2.57	2.69	8.19	7.37	4.36	6.97	
2.17	2.01	1.80	7.69	10.0	1.94	7.93	} Bombay, Baroda and Central India.
2.24	2.08	1.80	8.12	9.78	2.18	8.06	
4.15	2.45	2.45	10.4	7.51	4.12	7.63	} Burma.
4.12	2.45	2.45	10.0	7.88	4.10	8.04	

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried including refunds and remissions (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total.
37	38	39	40	41	42	43	44
3' 3½" GAUGE—contd.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	1930-31	8,42	96	2,30	13,73	79,51	1,04,92
	1931-32	7,31	75	1,67	11,96	71,83	93,52
Jodhpur	1930-31	16	Nil	1,23	15,45	37,05	53,94
	1931-32	15	Nil	92	14,99	29,61	45,67
Madras and Southern Mahratta	1930-31	1,66	2,03	6,82	98,22	1,18,46	*2,27,19
	1931-32	1,13	1,56	5,72	92,07	1,24,30	*2,24,78
Nizam's State	1930-31	2,69	Nil	1,21	19,19	31,48	54,57
	1931-32	1,92	1	99	18,89	21,28	43,09
Rohilkund and Kumaon	1930-31	15	Nil	16	7,83	27,15	35,29
	1931-32	15	Nil	15	5,67	28,30	34,27
South Indian	1930-31	1,65	Nil	2,34	51,49	1,19,97	1,75,45
	1931-32	1,38	Nil	2,29	44,84	1,10,86	1,59,39
TOTAL 3' 3½" GAUGE	1930-31	41,78	6,43	34,85	4,50,29	9,95,59	15,28,94
	1931-32	36,53	4,92	29,06	4,22,39	9,23,35	14,16,25
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1930-31	1,76	1	82	5,44	13,01	21,04
	1931-32	1,64	2	71	3,89	9,28	15,54
Bombay, Baroda and Central India.	1930-31	10	Nil	Nil	1,16	3,17	4,43
	1931-32	6	Nil	Nil	1,12	3,10	4,28
Eastern Bengal	1930-31	Nil	Nil	Nil	Nil	18	18
	1931-32	Nil	Nil	Nil	Nil	7	7
Great Indian Peninsula	1930-31	10	Nil	Nil	2,23	7,19	9,52
	1931-32†	17	Nil	Nil	1,49	2,74	4,40
North Western (Commercial)	1930-31	1,11	Nil	53	3,34	14,15	19,13
	1931-32	88	Nil	27	2,95	13,39	17,49
North Western (Military)	1930-31	6	Nil	11	61	3,62	4,40
	1931-32	3	Nil	9	44	2,61	3,17
North Western (Total)	1930-31	1,17	Nil	64	3,95	17,77	23,53
	1931-32	91	Nil	36	3,39	16,00	20,66
South Indian	1930-31	Nil	Nil	Nil	66	87	1,53
	1931-32	Nil	Nil	Nil	48	90	1,38
TOTAL 2' 6" & 2' 0" GAUGES	1930-31	3,13	1	1,46	13,44	42,19	60,23
	1931-32	2,78	2	1,07	10,37	32,09	46,33
TOTAL CLASS I RAILWAYS	1930-31	6,24,21	2,62,65	2,06,69	13,81,11	37,82,35	62,57,01
	1931-32	6,02,63	2,14,76	1,69,15	12,99,17	34,16,94	57,02,65

* Includes Mormugoa Harbour receipts.

† Includes figures for Darwha Pusaad Railway.

for the years 1930-31 and 1931-32(In thousands)—concd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign rail-ways & home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	
3' 3½" GAUGE—contd.							
3.71	2.75	2.76	7.91	10.3	3.58	8.13	Eastern Bengal.
3.74	2.97	2.82	8.30	9.14	3.66	7.74	
2.56	Nil	1.91	9.40	8.53	2.56	8.03	Jodhpur.
2.59	Nil	1.96	7.21	9.14	2.59	7.82	
5.17	2.53	2.02	11.9	9.81	3.28	9.15	Madras and Southern Mahratta.
5.57	2.60	2.00	11.6	9.92	3.35	9.31	
4.05	2.87	2.47	9.00	13.8	4.05	9.80	Nizam's State.
4.04	2.10	2.47	8.36	12.2	4.03	8.78	
3.51	Nil	2.45	9.72	7.13	3.51	7.47	Rohilkund and Kumaon.
3.55	Nil	2.45	8.94	7.41	3.55	7.52	
5.27	2.34	2.55	11.3	10.9	5.26	10.4	South Indian.
5.56	2.57	2.60	11.5	11.1	5.56	10.6	
3.86	2.31	2.24	9.56	9.17	3.55	8.27	TOTAL 3' 3½" GAUGE.
3.98	2.41	2.24	9.54	9.06	3.69	8.34	
2' 6" AND 2' 0" GAUGES.							
4.74	2.45	2.45	12.7	10.7	4.72	8.91	Bengal Nagpur.
4.69	2.45	2.45	11.6	9.28	4.65	7.85	
9.32	Nil	1.80	23.5	18.4	9.04	19.0	Bombay, Baroda and Central India.
7.51	Nil	1.80	24.3	17.5	7.50	18.5	
Nil	Nil	Nil	21.1	36.9	Nil	36.7	Eastern Bengal.
Nil	Nil	Nil	21.9	20.5	Nil	20.5	
6.43	Nil	Nil	12.8	24.4	6.43	19.6	Great Indian Peninsula.
5.79	Nil	Nil	15.8	14.6	5.79	14.2	
9.47	Nil	8.55	16.9	19.6	9.47	17.8	North Western (Commercial).
9.11	Nil	6.79	17.7	23.7	9.11	20.5	
2.96	Nil	3.30	13.3	12.6	2.96	11.4	North Western (Military).
2.76	Nil	3.69	11.1	10.8	2.76	10.0	
8.06	Nil	6.59	16.2	17.5	8.06	16.0	North Western (Total).
8.27	Nil	6.68	16.4	19.8	8.27	17.6	
Nil	Nil	2.72	14.3	16.1	Nil	15.2	South Indian.
Nil	Nil	2.80	15.2	16.0	Nil	15.7	
6.47	2.11	3.42	14.5	15.6	6.43	13.3	TOTAL 2' 6" & 2' 0" GAUGES.
5.99	2.93	3.04	14.6	14.0	5.94	12.4	
2.87	2.14	2.19	8.10	8.51	2.61	5.96	TOTAL CLASS I RAILWAYS.
2.88	2.21	2.27	7.99	8.55	2.67	6.65	

14.—Statement of Revenue Earnings and Expenses

Railway.	Year.	Capital at charge* Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal-Nagpur	1930-31	2,29,170	7,69,46	31,592	605.9	6.17
	1931-32	2,24,389	6,94,42	27,739	530.5	6.06
Bombay, Baroda and Central India	1930-31	1,98,853	6,25,23	46,579	893.3	6.69
	1931-32	1,94,368	6,14,11	48,754	932.5	7.37
Eastern Bengal	1930-31	2,74,952	3,94,13	46,787	897.0	6.16
	1931-32	2,59,267	3,43,47	40,404	772.8	5.83
East Indian	1930-31	3,41,335	18,35,10	41,768	801.0	6.00
	1931-32	3,15,672	17,42,05	39,618	757.7	6.20
Great Indian Peninsula	1930-31	3,26,531	13,60,42	38,142	731.5	5.52
	1931-32	3,02,524	12,13,83	34,208	654.5	5.58
Madras and Southern Mahratta	1930-31	1,92,258	4,70,94	40,736	781.3	7.34
	1931-32	1,63,288	4,46,29	38,578	737.8	7.28
Nizam's State	1930-31	1,09,770	1,40,38	24,139	462.9	7.00
	1931-32	1,11,986	1,38,02	23,734	453.9	7.11
North Western (Commercial)	1930-31	2,32,031	15,12,69	32,642	626.0	6.76
	1931-32	2,29,188	13,52,59	28,367	542.5	7.20
North Western (Military)	1930-31	1,83,810	1,39,76	9,000	172.6	4.80
	1931-32	1,88,265	1,25,78	8,104	155.0	4.72
North Western (Total)	1930-31	2,19,141	16,52,45	26,708	512.2	6.54
	1931-32	2,18,473	14,78,37	23,391	447.4	6.89
South Indian	1930-31	1,71,396	1,84,52	30,669	588.2	5.67
	1931-32	1,75,536	1,69,86	28,273	540.7	5.41
TOTAL 5' 6" GAUGE	1930-31		74,32,63	35,261	676.2	6.17
	1931-32		68,40,42	32,142	614.7	6.62
3' 3½" GAUGE.						
Assam-Bengal	1930-31	2,00,233	2,10,44	15,672	300.6	5.43
	1931-32	1,92,049	1,90,25	13,896	266.0	5.00
Bengal and North Western	1930-31	1,00,854	3,24,83	14,327	275.0	4.00
	1931-32	1,00,134	3,15,10	13,688	262.0	4.00
Bombay, Baroda and Central India	1930-31	†	5,35,78	21,775	417.9	5.45
	1931-32	†	4,78,98	19,466	372.4	5.65
Burma	1930-31	1,71,651	4,23,19	20,532	393.8	4.96
	1931-32	1,65,629	3,73,60	18,091	346.0	5.24

* In the case of State-owned railways.

† In the case of other than State-owned railways.

§ The gross earnings (col. (4)), working expenses (col. (8)), and net earnings (col. (11)), include figures relating to steam boat service.

‡ Included in 5' 6" Gauge.

of Class I Railways rated against selected units for the years 1930-31 and 1931-32.

Total working expenses (in thousands of rupees).§	Working expenses per mean mile worked per week.§	Working expenses per train mile.§	Net earnings (in thousands of rupees).§	Net earnings per mean mile worked.§	Net earnings per train mile.§	Railway.
8	9	10	11	12	13	14
						5' 6" GAUGE.
5,94.63	466.2	4.75	1,74.53	7,282.2	1.42	} Bengal-Nagpur.
5,72.41	437.0	4.99	1,22.01	4,889.8	1.07	
4,25.23	607.6	4.55	1,99.95	14,895.9	2.14	} Bombay, Baroda and Central India.
3,65.78	555.4	4.39	2,48.33	19,715.1	2.98	
3,07.57	701.0	4.81	86.56	10,248.0	1.35	} Eastern Bengal.
2,81.48	633.7	4.78	61.99	7,270.2	1.04	
12,16.67	530.9	3.93	6,18.43	14,085.6	2.02	} East Indian.
11,35.35	493.7	4.04	6,06.70	13,806.0	2.16	
10,50.66	564.9	4.26	3,09.76	8,691.1	1.26	} Great Indian Peninsula.
9,26.22	499.1	4.26	2,87.61	8,105.3	1.32	
2,63.63	437.3	4.11	2,07.31	17,932.6	3.23	} Madras and Southern Mahratta.
2,38.20	393.8	3.89	2,08.09	17,986.3	3.39	
64.29	212.0	3.21	76.09	13,034.0	3.79	} Nizam's State.
66.63	219.2	3.43	71.39	12,274.4	3.68	
11,22.20	460.0	4.97	3,90.49	8,657.9	1.79	} North Western (Commercial).
9,93.43	395.3	5.25	3,59.16	7,698.2	1.95	
1,84.50	227.8	6.33	—44.74	—2,331.0	—1.54	} North Western (Military).
1,59.69	196.8	5.99	—33.91	—2,184.5	—1.27	
13,06.70	401.7	5.13	3,45.75	5,761.7	1.41	} North Western (Total).
11,63.12	346.5	5.34	3,25.25	5,271.1	1.55	
1,02.22	325.8	3.14	82.30	13,630.2	2.53	} South Indian.
97.90	311.7	3.12	71.96	11,977.6	2.29	
53,31.65	434.8	4.42	21,00.98	9,982.7	1.75	} TOTAL 5' 6" GAUGE.
48,37.09	434.5	4.68	20,03.33	9,383.7	1.93	
						3' 3½" GAUGE.
1,32.13	185.9	3.36	73.26	5,980.3	2.07	} Assam Bengal.
1,22.23	168.0	3.00	68.02	5,133.0	2.00	
1,55.09	130.0	2.00	1,69.74	7,533.0	2.00	} Bengal and North Western.
1,46.03	121.0	2.00	1,60.07	7,360.0	2.00	
3,32.33	259.0	3.38	2,03.40	8,270.8	2.07	} Bombay, Baroda and Central India.
2,88.80	224.4	3.40	1,90.18	7,733.2	2.25	
3,13.92	289.0	3.64	1,09.27	5,463.5	1.32	} Burma.
2,84.85	261.6	3.96	88.75	4,414.0	1.28	

but while calculating working results, in columns 5, 6, 7, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been excluded.
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14.—Statement of Revenue Earnings and Expenses of Class I

Railway.	Year.	Capital at charge.*	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.‡	Gross earnings per mean mile worked per week.‡	Gross earnings per train mile.‡
		Capital outlay† per route mile.				
1	2	3	4	5	6	7
3' 3½" GAUGE.						
Eastern Bengal	1930-31	†	1,96.24	18,938	363.0	4.79
	1931-32	†	1,69.06	16,365	313.0	4.66
Jodhpur	1930-31	54,915	96.84	10,118	193.9	5.45
	1931-32	50,093	84.27	8,636	165.2	5.18
Madras and Southern Mahratta	1930-31	†	3,63.14	16,954	325.2	4.53
	1931-32	†	3,54.60	16,559	316.7	4.83
Nizam's State	1930-31	†	93.36	14,148	271.3	5.19
	1931-32	†	78.57	11,908	227.7	4.80
Rohilkund and Kumaon	1930-31	77,021	65.57	11,666	224.3	3.64
	1931-32	77,492	61.82	11,026	212.0	3.48
South Indian	1930-31	‡	4,24.50	24,482	469.5	4.52
	1931-32	‡	3,89.26	21,476	410.7	4.02
TOTAL 3' 3½" GAUGE	1930-31		27,33.89	17,935	344.0	4.77
	1931-32		24,95.51	16,204	309.9	4.76
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	1930-31	†	42.92	4,719	90.5	2.31
	1931-32	†	31.88	3,481	66.6	1.90
Bombay, Baroda and Central India	1930-31	†	9.54	4,644	89.1	2.44
	1931-32	†	9.53	4,319	82.6	2.34
Western Bengal	1930-31	†	1.76	4,760	91.0	1.62
	1931-32	†	1.45	3,941	75.4	1.32
Great Indian Peninsula	1930-31	†	14.72	7,300	140.0	3.31
	1931-32	†	8.74	4,082	78.4	1.95
North Western (Commercial, 2' 6" gauge).	1930-31	†	37.69	9,337	179.1	3.50
	1931-32	†	33.75	8,656	165.6	3.50
North Western (Military, 2' 6" gauge)	1930-31	†	7.74	2,535	48.6	1.97
	1931-32	†	5.81	1,905	36.4	1.82
North Western (2' 0" gauge)	1930-31	..	..	..	..	..
	1931-32	..	..	..	..	..
North Western (Total, 2' 6" and 2' 0" gauges).	1930-31	†	45.43	6,313	121.1	3.07
	1931-32	†	39.56	5,656	108.2	3.07
South Indian	1930-31	†	3.44	3,481	66.8	1.93
	1931-32	†	3.03	3,073	58.8	1.70
TOTAL 2' 6" AND 2' 0" GAUGES.	1930-31		1,17.81	5,411	103.8	2.63
	1931-32		94.19	4,299	82.2	2.28
TOTAL CLASS I RAILWAYS	1930-31	2,19,875	1,02,84.33	26,778	513.5	5.65
	1931-32	..	94,30.12	24,309	464.9	5.90

* In the case of State-owned railways.

‡ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service.

† Included in 5' 6" gauge.

Railways rated against selected units for the years 1930-31 and 1931-32—concl'd.

Total working expenses (in thousands of rupees).§	Working expenses per mean mile worked per week. §	Working expenses per train mile. §	Net earnings (in thousands of rupees). §	Net earnings per mean mile worked. §	Net earnings per train mile. §	Railway.
8	9	10	11	12	13	14
						3' 3½" GAUGE.
1,63,74	295.0	3.89	32,50	2,834.0	0.72	Eastern Bengal.
1,45,89	263.5	3.92	23,17	2,588.7	0.73	
54,87	109.6	3.08	42,17	4,405.9	2.37	Jodhpur.
53,43	104.7	3.28	30,84	3,160.4	1.90	
2,13,59	196.6	2.74	1,44,55	6,701.3	1.79	Madras and Southern Mahratta.
2,05,45	183.0	2.79	1,49,15	6,990.6	2.04	
60,68	176.4	3.37	32,68	4,951.7	1.82	Nizam's State.
55,23	160.1	3.37	23,34	3,538.2	1.43	
34,41	112.5	1.91	31,16	5,543.3	1.73	Rohilkund and Kumaon.
32,27	110.7	1.82	29,55	5,271.2	1.66	
2,57,87	284.6	2.74	1,66,63	9,639.7	1.76	South Indian.
2,21,16	234.0	2.29	1,68,10	9,239.8	1.73	
17,23,53	215.4	2.99	10,10,36	6,703.6	1.78	TOTAL 3' 3½" GAUGE.
15,55,34	191.4	2.94	9,40,17	5,954.9	1.75	
						2' 6" AND 2' 0" GAUGES.
44,94	94.7	2.42	-2.02	-221.7	-0.11	Bengal Nagpur.
41,05	85.7	2.44	-9.17	-10,01.3	-0.54	
7,98	74.5	2.04	1.56	758.7	0.40	Bombay, Baroda and Central India.
7,17	62.0	1.76	2.36	1,075.8	0.58	
1,56	81.0	1.35	20	542.0	0.17	Eastern Bengal.
1,57	81.5	1.42	-12	-319.5	-0.10	
6,62	63.0	1.49	8.10	4,015.2	1.82	Great Indian Peninsula.
4,11	36.7	0.92	4.63	2,164.8	1.03	
46,48	230.6	5.48	-8.79	-5,296.0	-1.98	North Western (Commercial, 2' 6" gauge).
41,96	248.0	5.24	-8.21	-4,311.7	-1.74	
24,20	208.0	3.43	-16.46	-3,310.4	-6.46	North Western (Military, 2' 6" gauge).
21,70	135.8	6.77	-15.89	-5,194.2	-4.96	
8,91	..	..	-8.91	..	..	North Western (2' 0" gauge).
..	..	..	..	..	..	
79,59	248.3	6.30	-34.16	-6,635.9	-3.23	North Western (Total, 2' 6" and 2' 0" gauges).
63,66	198.1	5.60	-24.10	-4,703.8	-2.56	
4,55	88.4	2.56	-1.11	-1,128.6	-0.63	South Indian.
4,95	84.8	2.44	-1.32	-1,335.6	-0.74	
1,45,24	129.0	3.27	-27.43	-1,313.7	-0.64	TOTAL 2' 6" AND 2' 0" GAUGES.
1,21,91	106.6	2.96	-27.72	-1,241.1	-0.66	
72,00,42	359.0	3.95	30,83,91	8,061.2	1.70	TOTAL CLASS I RAILWAYS.
65,14,34	322.8	4.10	29,15,78	7,433.7	1.81	

Railways.
but while calculating working results, in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.

15.—Results of working of Class I Railways

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			§ COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic.*	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal Nagpur	1930-31	Rs. 5,72,69,024	Rs. 1,56,24,427	Rs. 4,16,44,597	Rs. 3.71	Rs. 2.73	Rs. 0.98
	1931-32	5,49,55,374	1,54,99,674	3,94,55,700	3.60	2.94	0.66
Bombay, Baroda and Central India	1930-31	4,14,21,414	2,01,72,140	2,12,49,274	3.69	3.01	0.68
	1931-32	3,53,37,685	1,70,22,614	1,83,15,071	4.16	2.87	1.29
Eastern Bengal	1930-31	3,01,04,012	1,71,08,681	1,29,95,331	3.41	3.55	—0.14
	1931-32	2,75,52,769	1,64,47,275	1,11,05,494	3.21	3.57	—0.36
East Indian	1930-31	11,87,52,937	3,96,76,287	7,90,76,650	3.63	2.34	1.29
	1931-32	11,07,32,280	3,84,35,971	7,22,96,309	3.67	2.39	1.28
Great Indian Peninsula	1930-31	10,27,54,227	4,99,88,692	5,27,65,535	2.65	3.01	—0.36
	1931-32	9,13,20,653	4,48,14,874	4,65,05,779	2.85	3.00	—0.15
Madras and Southern Mahratta	1930-31	2,53,01,395	1,21,91,813	1,31,09,582	4.30	2.83	1.47
	1931-32	2,28,41,691	1,09,25,218	1,19,16,473	4.21	2.62	1.59
Nizam's State	1930-31	61,64,726	23,06,869	38,57,857	3.45	2.01	1.44
	1931-32	63,59,789	23,87,782	39,72,007	3.59	2.25	1.34
North Western	1930-31	12,61,80,862	5,94,96,288	6,66,84,574	3.84	3.60	0.24
	1931-32	11,14,12,811	5,35,44,629	5,78,68,182	4.01	3.79	0.22
South Indian	1930-31	1,00,02,226	59,42,402	40,59,824	3.68	2.75	0.93
	1931-32	96,49,153	56,34,626	40,14,527	3.29	2.54	0.75
3' 3½" GAUGE.							
Assam-Bengal	1930-31	1,22,80,985	51,17,486	71,63,499	5.54	3.15	2.39
	1931-32	1,12,84,830	47,20,444	65,64,386	5.00	3.00	2.00
Bengal and North-Western	1930-31	1,43,58,519	76,57,734	67,00,785	3.00	1.00	2.00
	1931-32	1,35,13,920	67,64,306	67,49,614	3.00	1.00	2.00
Bombay, Baroda and Central India	1930-31	3,24,99,444	1,34,88,055	1,90,11,389	3.84	2.41	1.43
	1931-32	2,82,01,381	1,25,66,116	1,56,35,265	3.92	2.47	1.45
Burma	1930-31	3,00,82,790	1,17,05,211	1,83,77,579	3.08	2.70	0.38
	1931-32	2,73,30,188	1,09,73,687	1,63,56,501	2.99	2.88	0.11
Eastern Bengal	1930-31	1,51,03,454	79,59,528	71,43,926	3.27	3.05	0.22
	1931-32	1,35,43,413	67,81,014	67,62,399	3.13	3.03	0.10
Jodhpur	1930-31	51,05,287	21,56,237	29,49,050	4.61	2.51	2.10
	1931-32	49,93,976	22,47,898	27,46,078	4.20	2.68	1.52
Madras and Southern Mahratta	1930-31	2,06,16,037	80,02,931	1,26,13,106	3.10	2.11	0.99
	1931-32	1,92,18,131	73,78,582	1,18,39,549	3.25	2.13	1.12
Nizam's State	1930-31	58,85,856	27,69,537	31,16,319	2.93	2.21	0.72
	1931-32	53,44,572	25,95,270	27,49,302	2.89	2.24	0.65
Rohilkund and Kumaon	1930-31	33,68,919	16,23,881	17,45,038	2.62	1.52	1.10
	1931-32	31,63,871	15,74,468	15,89,403	2.38	1.48	0.90
South Indian	1930-31	2,38,03,617	1,41,38,257	96,65,360	3.77	2.34	1.43
	1931-32	2,06,21,758	1,28,84,554	77,37,204	3.02	1.84	1.18

§ The results in columns 6 to 17 exclude steam boat

* Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and

for the years 1930-31 and 1931-32.

§Goods Traffic.									Railway.
Goods earnings per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (viz., one ton) one mile.	Cost of hauling a goods unit (viz., one ton) one mile (including interest on capital expended on open line at the rate of 5½ per cent. per annum).	Profit on working a goods unit (viz., one ton) one mile.	
9	10	11	12	13	14	15	16	17	18
Ra.	Ra.	Ra.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	5' 6" Gauge.
8.09	6.28	1.81	39.4	30.6	8.81	3.16	5.25	0.90	Bengal Nagpur.
7.92	6.50	1.42	38.4	31.5	6.89	3.36	5.72	0.73	
13.8	8.01	5.81	60.7	35.1	25.6	4.53	7.21	3.35	Bombay, Baroda and Central India.
14.8	7.64	7.18	65.2	33.6	31.6	4.36	7.33	4.19	
14.2	8.26	5.94	58.3	34.0	24.3	4.77	7.65	3.42	Eastern Bengal.
14.8	8.67	6.13	56.4	33.0	23.4	4.86	8.12	3.35	
8.75	5.81	2.94	34.3	22.8	17.5	2.49	4.07	1.25	East Indian.
9.37	6.03	3.34	36.5	23.5	13.0	2.53	4.25	1.38	
11.2	6.59	4.63	55.7	32.7	23.0	4.18	6.66	2.96	Great Indian Peninsula.
11.2	6.81	4.39	53.3	32.4	20.9	4.15	6.92	2.67	
13.0	6.22	6.78	59.0	28.3	30.7	3.87	6.35	4.21	Madras and Southern Maharashtra.
13.3	6.07	7.21	59.1	27.0	32.1	3.61	6.20	4.27	
11.4	4.50	6.90	62.2	24.4	37.8	2.92	††6.17	4.47	Nizam's State.
11.0	4.51	6.49	65.7	26.9	38.8	2.96	††6.23	4.25	
11.2	7.61	3.59	51.6	35.0	16.6	4.32	7.00	1.98	North Western.
12.0	7.90	4.10	53.7	35.2	18.5	4.35	7.43	2.20	
9.41	3.72	5.69	73.4	29.0	44.4	4.28	6.76	5.70	South Indian.
10.3	4.33	5.97	74.8	31.4	43.4	4.45	7.19	5.36	
5.17	3.35	1.82	38.4	24.9	13.5	5.32	11.1	2.83	3' 3½" Gauge.
5.00	3.00	2.00	38.0	24.0	14.0	5.00	11.0	3.00	
5.00	2.00	3.00	30.0	14.0	16.0	3.00	4.98	4.15	Bengal and North-Western.
5.00	2.00	3.00	31.0	13.0	18.0	3.00	4.72	3.97	
7.42	4.50	2.92	37.3	22.6	14.7	4.81	6.86	3.12	Bombay, Baroda and Central India.
8.08	4.63	3.45	40.1	23.0	17.1	4.62	6.89	3.44	
6.70	4.41	2.29	44.2	29.1	15.1	5.02	8.12	2.61	Burma.
7.59	4.96	2.63	47.1	30.8	16.3	5.25	8.85	2.79	
7.20	5.06	2.14	33.7	23.7	10.0	5.69	†9.19	2.44	Eastern Bengal.
6.94	5.12	1.82	30.3	22.3	8.00	5.74	†9.67	2.00	
5.83	3.20	2.63	31.2	17.1	14.1	4.39	6.69	3.64	Jodhpur.
5.77	3.48	2.29	34.0	20.5	13.5	4.70	7.23	3.12	
5.72	3.17	2.55	41.1	22.8	18.3	5.08	8.21	4.07	Madras and Southern Maharashtra.
6.15	3.24	2.91	44.1	23.2	20.9	4.90	8.20	4.41	
10.0	5.71	4.29	53.5	30.4	23.1	5.60	**	4.20	Nizam's State.
9.03	5.73	3.30	49.0	31.1	17.9	5.60	**	3.18	
4.82	2.39	2.43	35.2	20.4	14.8	3.69	6.35	3.78	Rohilkund and Kumaon.
4.83	2.24	2.59	40.1	18.5	21.6	3.49	6.17	4.03	
5.45	3.01	2.44	39.0	21.6	17.4	5.82	10.1	4.58	South Indian.
6.29	3.05	3.24	40.8	19.8	21.0	5.20	9.79	5.40	

earnings and expenses.

sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.

† Metre and Narrow gauges combined.

** Included in Broad gauge.

†† Broad and Metre gauges combined.

16.—Statement of ton mileage of Class I Railways for the years 1930-31 and 1931-32.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).		
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	
1	2	3	4	5	6	7	8	9	
5' 6" GAUGE.									
Bengal-Nagpur	1930-31	2,519,188	1,568,510	4,924,711	2,169,628	5,691,333	2,180,595	5,812,054	
	1931-32	2,241,798	1,487,687	4,453,178	2,063,859	5,144,632	2,074,505	5,280,824	
Bombay, Baroda and Central India	1930-31	872,164	1,231,997	1,917,190	1,721,244	2,212,003	1,722,338	2,287,415	
	1931-32	797,991	1,078,476	1,767,150	1,499,591	2,016,066	1,500,606	2,064,842	
Eastern Bengal	1930-31	493,599	1,332,110	1,099,635	1,762,400	1,232,309	1,768,141	1,343,188	
	1931-32	409,330	1,283,748	927,993	1,705,060	1,031,076	1,708,712	1,153,753	
East Indian	1930-31	6,052,297	5,172,092	12,100,241	6,890,659	13,531,827	6,966,401	13,884,355	
	1931-32	5,461,202	4,899,468	10,840,142	6,573,804	12,184,620	6,640,469	12,490,420	
Great Indian Peninsula { Steam	1930-31	2,115,721	3,433,198	4,659,308	4,592,484	5,374,202	4,598,821	5,523,934	
	1931-32	1,879,651	2,982,626	4,121,414	3,996,030	4,724,743	4,000,489	4,854,169	
	Electric §	1930-31	272,395	447,464	566,733	631,659	653,243	632,217	657,488
		1931-32	253,065	510,329	535,941	723,132	616,042	723,767	624,469
Madras and Southern Mahratta	1930-31	639,613	1,182,165	1,483,927	1,635,052	1,725,558	1,653,478	1,777,948	
	1931-32	628,512	1,106,386	1,444,834	1,554,391	1,678,414	1,569,701	1,712,122	
Nizam's State	1930-31	250,032	217,525	508,020	375,293	600,052	376,269	629,248	
	1931-32	254,065	249,684	510,077	382,026	612,282	382,919	636,975	
North Western	1930-31	2,840,863	4,916,450	6,154,604	6,592,147	7,076,703	6,617,852	7,417,415	
	1931-32	2,436,025	4,354,808	5,261,215	5,822,521	6,052,403	5,847,045	6,319,174	
South Indian	1930-31	168,639	522,770	401,567	761,861	482,301	762,318	520,917	
	1931-32	164,653	507,382	386,932	749,821	465,920	750,279	489,655	
TOTAL 5' 6" GAUGE { Steam	1930-31	15,952,116	19,576,817	33,249,203	26,600,768	37,926,288	26,646,213	39,196,474	
	1931-32	14,273,227	17,950,265	29,712,935	24,347,103	33,910,056	24,474,725	35,001,934	
	Electric §	1930-31	272,395	447,464	566,733	631,659	653,243	632,217	657,488
		1931-32	253,065	510,329	535,941	723,132	616,042	723,767	624,469
3' 3½" GAUGE.									
Assam-Bengal	1930-31	248,845	397,912	549,445	497,341	673,528	498,694	693,217	
	1931-32	228,922	385,423	512,913	466,008	612,946	466,987	649,465	
Bengal and North Western	1930-31	459,151	879,736	895,387	1,129,361	1,027,446	1,206,405	1,055,647	
	1931-32	496,155	836,579	956,716	1,083,022	1,095,718	1,095,368	1,156,850	
Bombay, Baroda and Central India	1930-31	732,410	958,449	1,475,601	1,255,570	1,701,269	1,256,112	1,770,487	
	1931-32	639,008	902,639	1,243,210	1,179,482	1,425,842	1,180,046	1,468,261	
Burma	1930-31	665,070	774,792	1,217,433	1,037,564	1,482,847	1,039,088	1,631,403	
	1931-32	575,300	689,882	1,059,973	921,090	1,282,386	922,477	1,374,971	

* Excluding traffic carried in departmental trains.

§ Excluding electric multiple unit suburban trains.

16.—Statement of ton mileage of Class I Railways for the years 1930-31 and 1931-32—concl'd.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles excluding weight of engine and (departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
3' 3½" GAUGE—concl'd.								
Eastern Bengal	1930-31	225,916	547,366	520,074	695,264	585,016	697,393	625,995
	1931-32	197,621	469,543	456,443	601,892	515,515	602,839	601,184
Jodhpur	1930-31	122,316	191,320	267,486	241,699	318,732	242,488	331,647
	1931-32	107,189	178,024	221,590	226,996	266,510	227,267	277,635
Madras and Southern Mahratta	1930-31	471,153	619,576	1,054,853	847,129	1,310,267	849,161	1,338,330
	1931-32	458,834	580,787	1,012,570	794,806	1,256,002	796,351	1,277,812
Nizam's State	1930-31	103,196	148,291	211,917	233,218	251,885	238,809	268,701
	1931-32	91,579	149,852	183,420	221,057	218,617	221,659	234,815
Rohilkund and Kumaon	1930-31	84,544	154,565	171,094	209,951	205,449	211,494	227,273
	1931-32	81,054	148,257	153,304	197,445	185,407	203,497	205,427
South Indian	1930-31	293,055	922,986	674,773	1,264,775	805,597	1,266,766	881,004
	1931-32	262,967	885,793	597,700	1,242,014	710,373	1,243,646	774,720
TOTAL 3' 3½" GAUGE	1930-31	3,405,656	5,595,493	7,033,063	7,416,872	8,362,036	7,506,341	8,828,704
	1931-32	3,138,629	5,226,779	6,397,839	6,933,812	7,569,316	7,024,137	8,021,140
2' 6" & 2' 0" GAUGES.								
Bengal Nagpur	1930-31	43,234	133,135	105,550	192,509	139,360	192,801	150,318
	1931-32	37,119	116,649	92,291	171,061	125,158	171,331	130,733
Bombay, Baroda and Central India	1930-31	4,026	17,260	9,903	25,493	13,031	25,499	14,056
	1931-32	4,022	17,279	9,139	25,625	12,427	25,629	13,626
Eastern Bengal	1930-31	41	4,417	163	5,784	213	5,787	386
	1931-32	54	4,009	195	5,331	253	5,332	340
Great Indian Peninsula	1930-31	8,648	18,274	19,308	29,445	27,990	29,468	30,628
	1931-32†	6,853	16,986	15,315	28,124	23,989	28,159	27,148
North Western.	1930-31	23,890	49,989	62,802	80,243	101,808	81,304	110,259
	1931-32	21,021	47,683	59,209	78,246	97,208	78,378	101,193
South Indian	1930-31	1,920	8,273	4,666	13,291	6,782	13,291	6,787
	1931-32	1,686	8,194	4,199	13,351	6,182	13,355	6,194
TOTAL 2' 6" AND 2' 0" GAUGES	1930-31	81,759	231,348	202,392	346,765	289,184	348,150	312,434
	1931-32	70,755	210,800	180,348	321,738	265,217	322,184	279,234
TOTAL CLASS I RAILWAYS	1930-31	19,439,531	25,403,658	40,489,658	34,264,405	46,577,508	34,500,704	48,337,612
	1931-32	17,482,611	23,387,844	36,291,122	31,602,653	41,744,589	31,821,046	43,302,308
	1930-31	272,395	447,464	566,733	631,659	653,243	632,217	657,488
	1931-32	253,065	510,329	535,941	723,132	616,042	723,767	624,469

* Excluding traffic carried in Departmental trains.

† See remarks on page 118.

† Includes figures for Darwha-Pursad Railway.

17.—Statement of Train and Engine † Mileage of Class I Railways for the years 1930-31 and 1931-32.
(In thousands.)

Railway.	Year.	TRAIN MILES.												
		Passen- ger.	Goods.			Mixed.			Passen- ger and proportion of mixed.	Goods and proportion of mixed.	Total (Cols. 10 +11).	Departmental.		
			Main lines.	Branch lines.	Total.	Pas- senger propor- tion.	Goods propor- tion.	Total.				Passen- ger and total mixed.	Goods.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" Gauge.														
Bengal-Nagpur	1930-31	5,469	3,371	2,251	6,122	226	203	429	5,695	6,325	12,020	23	306	334
	1931-32	5,014	3,476	2,102	5,578	234	161	395	5,248	5,739	10,987	24	329	353
Bombay, Baroda and Central India	1930-31	4,019	1,750	304	2,054	547	464	1,011	4,566	2,518	7,084	11	133	144
	1931-32	3,586	1,577	224	1,801	340	544	884	3,926	2,345	6,271	12	51	63
Eastern Bengal	1930-31	4,662	1,228	109	1,337	152	55	207	4,814	1,392	6,206	12	182	194
	1931-32	4,475	962	86	1,048	121	50	171	4,596	1,098	5,694	8	183	191
East Indian	1930-31	16,118	10,726	2,001	12,727	649	143	792	16,767	12,870	29,637	204	737	941
	1931-32	15,233	9,389	1,850	11,239	714	161	865	15,947	11,390	27,337	163	591	754
Great Indian Peninsula { Steam	1930-31	11,456	4,700	1,806	6,506	370	155	525	11,826	6,661	18,487	16	733	749
	1931-32	9,725	3,752	1,749	5,500	480	222	702	10,205	5,722	15,927	13	520	533
Electric†	1930-31	1,339	607	Nil	607	Nil	Nil	Nil	1,339	607	1,946	1	8	9
	1931-32	1,580	558	Nil	558	Nil	Nil	Nil	1,580	558	2,138	2	32	34
Madras and Southern Mahratta	1930-31	3,975	1,305	493	1,799	273	164	437	4,248	1,963	6,211	70	138	208
	1931-32	3,920	1,218	508	1,726	193	155	348	4,113	1,881	5,994	59	75	134
Nizam's State.	1930-31	1,036	690	7	697	59	70	129	1,145	767	1,912	3	91	94
	1931-32	984	641	7	648	74	159	233	1,058	807	1,865	2	74	76
North Western	1930-31	14,323	6,057	1,348	7,405	2,129	784	2,913	16,452	8,189	24,641	67	569	636
	1931-32	11,961	4,978	1,058	6,036	2,098	965	3,063	14,059	7,001	21,060	69	320	389
South Indian	1930-31	2,191	599	82	681	168	121	289	2,359	802	3,161	1	290	291
	1931-32	2,257	535	73	608	150	141	291	2,407	749	3,156	1	179	180
Total 5' 6" gauge { Steam	1930-31	63,299	30,927	8,401	39,328	4,573	2,159	6,732	67,872	41,487	109,359	412	3,179	3,591
	1931-32	57,155	26,528	7,656	34,184	4,404	2,548	6,952	61,559	36,732	98,291	351	2,322	2,673
Electric†	1930-31	1,339	607	Nil	607	Nil	Nil	Nil	1,339	607	1,946	1	8	9
	1931-32	1,580	558	Nil	558	Nil	Nil	Nil	1,580	558	2,138	2	32	34
3' 3½" Gauge.														
Assam Bengal	1930-31	2	165	259	424	1,617	1,563	3,180	1,619	1,987	3,606	7	152	159
	1931-32	4	307	225	532	1,563	1,272	2,835	1,567	1,804	3,371	5	200	205
Bengal and North-Western	1930-31	3,639	1,109	645	1,754	1,450	905	2,355	5,139	2,659	7,798	13	185	198
	1931-32	3,684	1,160	664	1,824	1,336	946	2,282	5,020	2,770	7,790	11	217	228
Bombay, Baroda and Central India	1930-31	4,585	1,604	1,764	3,368	1,020	695	1,715	5,605	4,063	9,668	2	160	162
	1931-32	4,092	1,385	1,243	2,628	1,001	662	1,663	5,093	3,290	8,383	3	85	88
Burma	1930-31	1,194	1,669	631	2,300	3,136	1,070	4,206	4,330	3,370	7,700	14	793	807
	1931-32	1,197	1,218	488	1,706	2,599	1,173	3,772	3,796	2,879	6,675	14	417	431

† Excluding electric multiple unit suburban trains.

17.—Statement of Train and Engine ‡ Mileage of Class I Railways for the years 1930-31 and 1931-32.
(In thousands)—contd.

Railway.	Year.	TRAIN MILES.												
		Passen- ger.	Goods.			Mixed.			Passen- ger and proportion of mixed.	Goods and proportion of mixed.	Total. (Cols. 10+11.)	Departmental.		
			Main lines.	Branch lines.	Total.	Passen- ger proportion.	Goods proportion.	Total.				Passen- ger and total mixed.	Goods.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3' 3½" GAUGE—contd.														
Eastern Bengal	1930-31	2,114	999	81	1,080	492	189	681	2,606	1,268	3,874	5	143	148
	1931-32	1,892	843	39	882	344	211	555	2,236	1,093	3,329	4	228	232
Jodhpur	1930-31	465	298	21	319	383	557	945	853	376	1,229	6	46	50
	1931-32	417	215	10	225	421	537	958	838	762	1,600	2	29	27
Madras and Southern Mahratta	1930-31	3,047	2,101	680	2,781	734	1,018	1,752	3,781	3,799	7,580	15	185	200
	1931-32	2,792	1,793	614	2,407	663	1,120	1,783	3,455	3,527	6,982	11	130	141
Nizam's State	1930-31	1,182	43	Nil	437	65	43	108	1,247	480	1,727	6	66	71
	1931-32	1,103	367	Nil	367	50	45	95	1,153	412	1,565	4	68	72
Rohilkund and Kumaon	1930-31	676	260	14	274	334	387	771	1,060	660	1,720	7	71	78
	1931-32	642	195	11	206	382	414	796	1,024	620	1,644	8	54	62
South Indian	1930-31	5,099	1,188	600	1,788	930	218	1,208	6,029	2,066	8,095	7	1,148	1,155
	1931-32	5,590	1,041	394	1,435	672	328	1,000	6,262	1,763	8,025	4	770	774
Total 3' 3½" Gauge	1930-31	22,053	9,830	4,695	14,525	10,216	6,705	16,921	32,269	21,228	53,497	80	2,943	3,028
	1931-32	21,413	8,524	3,688	12,212	9,031	6,708	15,739	30,444	18,920	49,364	66	2,194	2,260
2' 6" & 2' 0" GAUGES.														
			Total			Total						Total		
Bengal-Nagpur	1930-31	711	410			677			1,152	646	1,798	65		
	1931-32	584	390			680			1,037	617	1,654	28		
Bombay, Baroda and Central India	1930-31	129	2			253			279	104	383	8		
	1931-32	163	8			225			293	104	397	11		
Eastern Bengal	1930-31	63	Nil			46			105	4	109	7		
	1931-32	70	Nil			37			102	4	106	4		
Great Indian Peninsula	1930-31	22	Nil			397			240	179	419	25		
	1931-32	Nil	2			417			240	179	419	30		
North Western	1930-31	280	516			548			628	715	1,344	67		
	1931-32	262	495			476			573	600	1,173	30		
South Indian	1930-31	Nil	Nil			178			126	52	178	Nil		
	1931-32	Nil	Nil			178			129	49	178	Nil		
Total 2' 6" and 2' 0" Gauges	1930-31	1,205	928			2,099			2,530	1,701	4,231	165		
	1931-32	1,079	895			2,013			2,374	1,613	3,987	103		
Total Class I Railways	1930-31	86,557	54,781			25,752			102,671	64,416	167,087	6,734		
	1931-32	79,647	47,291			24,704			94,377	57,265	151,642	5,036		
	1930-31	1,339	607			Nil			1,339	607	1,946	9		
	1931-32	580	558			Nil			1,580	558	2,138	34		

‡ Excluding electric multiple unit suburban trains.

17.—Statement of Train and Engine ‡ Mileage of Class I

Railway.	Year.	SHUNTING MILES.						OTHER			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total.	Shunting Engines.	Train Engines.	Total.	Assist- ing required.	Assist- ing not required.	Light.	Total Other.
16	17	18	19	20	21	22	23	24	25	26	27
5' 6" GAUGE.											
Bengal-Nagpur	1930-31	442	44	486	2,624	421	3,045	14	6	84	104
	1931-32	425	42	467	2,291	397	2,688	20	6	78	104
Bombay, Baroda & Central India	1930-31	204	7	211	789	45	834	1	3	168	172
	1931-32	185	4	189	728	62	790	1	4	137	142
Eastern Bengal	1930-31	330	55	385	1,035	88	1,123	NH	NH	31	31
	1931-32	316	60	376	882	65	947	NH	NH	29	29
East Indian	1930-31	700	25	725	4,262	220	4,482	90	120	431	641
	1931-32	694	26	720	3,606	187	3,885	78	112	421	611
Great Indian Peninsula	1930-31	402	17	419	2,091	166	2,257	84	48	127	256
	1931-32	360	11	361	1,678	160	1,838	63	53	107	223
	1930-31	NH	NH	NH	NH	7	7	144	8	50	202
	1931-32	NH	1	1	NH	13	13	121	18	57	196
Madras & Southern Mahratta	1930-31	132	8	140	697	101	798	21	3	106	130
	1931-32	129	7	136	621	97	718	11	4	89	104
Nizam's State	1930-31	25	2	27	240	36	276	3	NH	23	26
	1931-32	31	4	35	203	29	232	3	NH	24	26
North Western	1930-31	1,111	73	1,184	2,310	266	2,576	160	120	244	524
	1931-32	1,030	69	1,099	1,881	240	2,121	347	90	196	635
South India	1930-31	84	47	101	284	87	371	11	1	15	27
	1931-32	59	52	111	244	84	328	13	NH	13	26
Total 5' 6" Gauge	1930-31	3,400	278	3,678	14,332	1,430	15,762	384	298	1,229	1,911
	1931-32	3,219	275	3,494	12,226	1,321	13,547	535	269	1,096	1,900
	1930-31	NH	NH	NH	NH	7	7	144	8	50	202
	1931-32	NH	1	1	NH	13	13	121	18	57	196
3' 3½" GAUGE.											
Assam Bengal	1930-31	80	40	120	571	124	695	5	4	15	24
	1931-32	82	31	113	553	78	631	20	12	18	50
Bengal and North-Western	1930-31	124	72	196	1,114	204	1,318	NH	17	37	54
	1931-32	120	47	167	1,082	203	1,285	2	14	28	44
Bombay, Baroda & Central India	1930-31	192	53	245	917	120	1,037	16	37	55	108
	1931-32	186	43	231	777	102	879	9	29	47	85
Burma	1930-31	300	NH	300	1,034	4	1,038	35	NH	28	63
	1931-32	281	NH	281	747	1	748	23	NH	28	51

‡ Excluding electric multiple unit suburban trains.

Railways for the years 1930-31 and 1931-32 (In thousands)—contd.

Engine Miles									Total Engine Miles.			Railway.	
Goods and proportion of mixed.					Departmental.*				Traffic Engine Miles.				
Assisting required.	Assisting not required.	Light.	Siding.	Total Other.	Passenger and total Mixed.	Goods Eng.	Total Goods.	Total Depart- mental Cols. (15+ 33+35.)	Passenger and pro- portion of mixed (Columns 10+20+ 27.)	Goods & propor- tion of mixed. (Columns 11+23 +32.)	Total including Depart- mental (Columns 36+ 37+38.)		
28	29	30	31	32	33	34	35	36	37	38	39		
5' 6" Gauge.												5' 6" Gauge.	
438	26	606	163	1,233	12	22	449	795	6,285	10,603	17,683		Bengal Nagpur,
200	32	452	147	831	11	18	597	961	5,819	9,258	16,038		
1	2	79	25	107	1	41	265	410	4,949	3,459	8,818		Bombay, Baroda & Central India.
Nil	2	72	20	94	1	16	223	287	4,257	3,229	7,773		
3	15	67	200	285	15	17	38	247	5,230	2,800	8,277		Eastern Bengal.
4	8	45	174	231	16	16	35	242	5,001	2,276	7,519		
152	155	1,036	1,483	2,826	90	110	1,097	2,128	18,133	20,178	40,439		East Indian.
69	93	735	1,396	2,293	82	90	935	1,771	17,278	*17,568	36,617		
173	38	250	32	493	15	83	408	1,172	12,501	9,417	23,084		Steam } Electric } Great Indian Peninsula
95	31	174	40	340	9	54	367	909	10,789	7,900	19,598		
72	Nil	40	Nil	112	1	Nil	28	38	1,541	726	2,305		†
75	Nil	37	Nil	112	1	6	26	61	1,777	683	2,521		
79	9	98	Nil	186	11	25	153	372	4,518	2,947	7,837		Madras & Southern Mahratta.
87	13	92	Nil	192	12	13	116	262	4,353	2,791	7,496		
21	1	80	2	104	1	23	58	153	1,198	1,147	2,493		Nizam's State.
22	Nil	107	3	132	Nil	20	53	129	1,119	1,171	2,419		
250	54	649	84	1,037	51	57	804	1,491	18,160	11,802	31,453		North Western.
203	33	520	67	823	48	35	766	1,203	15,793	9,945	26,941		
32	12	50	Nil	94	61	29	106	453	2,487	1,267	4,212		South Indian.
33	18	49	Nil	95	61	18	76	317	2,544	1,172	4,033		
1,149	312	2,915	1,989	6,365	257	412	3,373	7,226	73,461	63,614	144,301		Steam } † Electric } Total 5' 6" Gauge.
713	225	2,246	1,847	5,031	240	280	3,168	6,081	66,953	55,310	128,344		
72	Nil	40	Nil	112	1	Nil	28	38	1,541	726	2,305		†
75	Nil	37	Nil	112	1	6	26	61	1,777	683	2,521		
3' 3 1/2" Gauge.												3' 3 1/2" Gauge.	
24	11	40	5	80	3	17	69	231	1,763	2,762	4,756		Assam Bengal.
44	30	36	1	111	2	10	59	266	1,730	2,546	4,542		
14	35	40	Nil	89	72	12	139	409	5,339	4,066	9,864		Bengal and North-Western.
6	38	41	Nil	85	90	27	154	472	5,231	4,140	9,843		
13	96	77	22	213	1	11	323	488	5,958	5,313	11,757		Bombay, Baroda & Central India.
8	62	69	24	163	1	5	311	400	5,409	4,332	10,141		
30	8	178	453	669	Nil	Nil	113	920	4,693	5,077	10,690		Burma.
17	2	180	312	511	Nil	Nil	131	562	4,128	4,138	8,829		

*Including shunting and departmental sidings.

17 —Statement of Train and Engine ‡Mileage of Class I

Railway.	Year.	SHUNTING MILES.						OTHER			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total.	Shunting Engines.	Train Engines.	Total.	Assisting required.	Assisting not required.	Light.	Total Other.
16	17	18	19	20	21	22	23	24	25	26	27
3' 3½" GAUGE—conold.											
Eastern Bengal	1930-31	194	21	215	652	107	759	Nil	Nil	12	12
	1931-32	182	15	197	428	92	520	1	Nil	6	7
Jodhpur	1930-31	81	51	132	179	68	247	Nil	Nil	5	5
	1931-32	94	48	142	165	56	221	Nil	Nil	3	3
Madras & Southern Mahratta	1930-31	117	7	124	771	69	840	15	24	29	68
	1931-32	105	6	111	723	71	794	15	45	28	68
Nizam's State	1930-31	21	20	41	112	12	124	1	1	46	48
	1931-32	20	18	38	99	13	112	1	Nil	41	42
Rohilkund and Kumaon	1930-31	40	Nil	40	212	5	217	10	16	15	41
	1931-32	35	Nil	35	185	3	188	15	17	15	47
South Indian	1930-31	115	113	233	477	283	765	3	22	28	67
	1931-32	122	98	220	388	236	624	2	12	28	42
Total 3' 3½" Gauge	1930-31	1,264	382	1,646	6,039	1,001	7,040	85	131	274	490
	1931-32	1,229	306	1,535	5,147	855	6,002	88	109	243	439
SHUNTING MILES (ALL CLASSES).											
2' 6" & 2' 0" GAUGES.		SHUNTING ENGINES.		TRAIN ENGINES.		TOTAL.					
Bengal-Nagpur	1930-31	377		93		470					
	1931-32	338		86		424					
Bombay, Baroda & Central India	1930-31	1		28		29					
	1931-32	Nil		28		28					
Eastern Bengal	1930-31	Nil		3		3					
	1931-32	Nil		3		3					
Great Indian Peninsula	1930-31	40		4		44					
	1931-32	34		3		37					
North Western	1930-31	156		34		190					
	1931-32	132		30		162					
South Indian	1930-31	Nil		12		12					
	1931-32	Nil		11		11					
Total 2' 6" & 2' 0" Gauges	1930-31	574		173		747					
	1931-32	504		161		665					
Total Class I Railways	Steam	1930-31	..	25,609	..	3,264	..	28,873	..	..	See column No. 32.
		1931-32	..	22,325	..	2,918	..	25,243	..	..	"
	Electric†	1930-31	..	Nil	..	..	7	7	144	8	50
		1931-32	..	1	1	..	13	13	121	18	202

†Excluding electric multiple unit suburban trains.

Railways for the years 1930-31 and 1931-32 (In thousands)—concl'd.

ENGINE MILES.									Total Engine Miles.			Railway.
Goods and proportion of mixed.					†Departmental.			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.			
Assisting required.	Assisting not required.	Light.	Siding.	Total Other.	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental (Columns 30+37+38.)	
28	29	30	31	32	33	34	35	36	37	38	39	40
NH	1	8	23	32	5	35	78	231	2,333	2,039	5,123	3' 3½" GAUGE—concl'd. Eastern Bengal.
Nil	2	11	20	33	1	48	84	317	2,440	1,646	4,403	
NH	NH	4	9	13	NH	5	75	125	990	1,136	2,251	Jodhpur.
2	Nil	7	Nil	9	Nil	3	74	101	984	993	2,078	
214	175	102	NH	491	3	22	108	311	3,973	5,130	9,414	Madras & Southern Mahratta.
148	143	74	Nil	365	2	11	70	213	3,634	4,686	8,533	
6	NH	50	NH	56	1	21	65	137	1,336	660	2,133	Nizam's State.
Nil	Nil	42	Nil	42	1	24	71	144	1,233	566	1,943	
6	6	10	3	25	13	1	51	142	1,141	902	2,185	Rohilkund and Kumaon.
7	7	9	3	26	11	1	54	127	1,106	834	2,067	
33	23	29	37	127	92	74	176	1,423	6,329	2,958	10,710	South Indian.
31	19	42	28	120	66	33	94	934	6,524	2,607	9,965	
350	355	533	552	1,795	190	192	1,197	4,415	34,405	30,063	68,883	Total 3' 3½" Gauge.
263	303	511	388	1,465	174	162	1,102	3,536	32,419	26,388	62,343	
Total. § OTHER ENGINE MILES.					Total OTHER DEPARTMENTAL.							2' 6" & 2' 0" GAUGES.
26					37			95	*	*	2,389	Bengal-Nagpur.
24					38			66	*	*	2,168	
9					2			10	317	104	431	Bombay, Baroda & Central India.
6					3			3	327	104	434	
NH					NH			7	108	4	119	Eastern Bengal.
Nil					4			4	105	4	113	
NH					2			27	251	212	490	Great Indian Peninsula.
Nil					1			31	249	207	487	
175					6			73	*	*	1,782	North Western.
171					8			38	*	*	1,604	
NH					NH			NH	131	58	189	South Indian.
Nil					Nil			Nil	133	56	189	
210					47			212	*	*	5,400	Total 2' 6" & 2' 0" Gauges.
201					54			142	*	*	4,995	
..	..	..	..	10,771				11,853	*	*	218,534	Steam
..	..	..	..	9,036				9,774	*	*	195,682	
72	Nil	40	Nil	112	1	NH	28	33	1,541	726	2,305	Electric ‡
75	NH	37	NH	112	1	6	26	61	1,777	683	2,521	
												Total Class I Railways.

* Figures not available.

† Including shunting and departmental siding.

§ "Other" includes Assisting required, Assisting not required, Light and Siding.

‡ See remarks on page 124.

Total Class I
Railways.

18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic.	
			Passenger proportion.	Goods proportion.	Total (columns 4 & 5).	Main Line.	Branch Line.	Total.	Shunting.	
									Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5' 6" Gauge.										
Bengal-Nagpur . . .	1930-31	274,6	18,9	17,0	35,9	348,6	206,6	555,2	97,2	609,0
	1931-32	251,4	17,3	11,9	29,2	286,8	185,7	472,5	93,5	537,6
Bombay, Baroda and Central India.	1930-31	169,8	33,1	28,9	62,0	162,2	29,3	191,5	42,3	166,8
	1931-32	150,1	22,7	38,0	60,7	134,4	21,6	156,0	37,8	158,0
Eastern Bengal . . .	1930-31	239,4	12,6	4,5	17,1	122,9	15,5	138,4	77,1	224,6
	1931-32	227,8	9,4	3,9	13,3	101,0	13,7	114,7	75,3	189,4
East Indian . . .	1930-31	693,1	39,7	8,8	48,5	1,031,4	230,7	1,262,1	145,0	396,4
	1931-32	642,5	43,0	9,1	52,1	821,7	198,1	1,019,8	144,1	777,0
Great Indian Peninsula . .	1930-31	551,0	25,0	10,9	35,9	443,3	160,0	603,3	83,9	463,0
	1931-32	469,4	29,1	14,5	43,6	346,9	147,7	494,6	72,5	371,5
Madras and Southern Mahratta	1930-31	200,1	50,3	12,2	32,5	119,6	45,2	164,8	28,0	159,6
	1931-32	192,3	13,8	11,1	24,9	106,3	46,1	152,4	27,3	143,6
Nizam's State . . .	1930-31	49,5	4,0	4,9	8,9	77,6	5	76,1	5,5	55,1
	1931-32	43,4	4,6	9,9	14,5	60,6	7	61,3	7,0	46,4
North Western . . .	1930-31	667,6	144,9	55,5	200,4	553,2	133,5	686,7	236,8	515,2
	1931-32	554,5	145,5	66,6	212,1	442,1	102,5	544,6	219,8	424,3
South Indian . . .	1930-31	115,3	11,5	9,3	20,8	52,6	8,8	61,4	20,2	74,2
	1931-32	115,1	9,7	10,1	19,8	46,1	7,0	53,1	22,1	65,6
Total 5' 6" Gauge	1930-31	2,960,3	310,0	152,0	462,0	2,911,4	830,1	3,741,5	736,0	3,153,9
	1931-32	2,646,0	295,1	175,1	470,2	2,345,9	723,1	3,069,0	699,4	2,713,4
3' 3½" Gauge										
Assam Bengal . . .	1930-31	2	140,0	124,9	274,9	15,2	25,4	40,6	24,0	139,0
	1931-32	3	136,3	110,8	247,1	26,8	21,6	48,4	22,5	126,3
Bengal and North-Western	1930-31	230,1	113,7	71,0	184,7	113,6	73,7	187,3	39,1	263,5
	1931-32	225,7	104,6	74,1	178,7	118,3	74,7	193,0	33,3	257,0
Bombay, Baroda and Central India.	1930-31	256,8	77,0	54,6	131,6	133,2	161,2	294,4	49,0	207,3
	1931-32	231,4	74,0	49,8	123,8	115,2	113,3	228,5	46,2	175,8
Burma . . .	1930-31	65,4	220,9	79,2	300,1	161,2	57,5	218,7	59,9	207,6
	1931-32	66,4	178,0	85,6	263,6	112,6	42,5	155,1	56,2	149,6

for the years 1930-31 and 1931-32. (In hundreds.)

Service.			Total.		Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to total Engine hours.		Railway.	
†Other Hours.			Passenger and proportion of mixed. (Columns 3 + 4 + 10 + 12.)	Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14.)	Passenger and Total mixed.	Goods.	Total.		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).		
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.										
12	13	14	15	16	17	18	19	20	21	22	23	
												5' 6" Gauge
89.7	236.3	23.2	480.3	1,462.7	2.5	128.5	129.0	2,072.0	61	36	Bengal-Nagpur.	
85.6	177.1	21.0	447.8	1,220.1	2.1	142.6	144.7	1,812.6	60	40		
62.0	45.9	3.5	307.2	436.6	1.9	53.7	60.6	804.4	66	44	Bombay, Baroda and Central India.	
57.5	42.9	2.9	268.1	397.8	1.9	42.3	44.2	710.1	64	44		
39.7	39.8	28.5	418.8	435.8	3.8	35.8	39.6	894.2	60	30	Eastern Bengal.	
83.9	26.8	24.9	395.9	359.7	2.9	29.8	32.7	788.3	59	30		
275.0	371.9	211.9	1,150.8	2,751.1	43.2	264.8	307.8	4,209.7	61	42	East Indian.	
243.7	279.3	199.5	1,073.3	2,284.7	29.4	209.4	238.8	3,596.3	62	41		
127.2	177.6	6.4	787.1	1,250.2	6.2	163.4	169.6	2,206.9	73	43	Great Indian Peninsula.	
116.1	183.5	5.8	687.1	1,069.9	6.0	118.6	124.6	1,881.6	73	47		
81.9	64.8	Nil	330.3	401.4	8.9	38.1	47.0	778.7	65	40	Madras and Southern Mahratta.	
75.2	60.0	Nil	308.6	367.1	8.2	24.2	32.4	708.1	67	45		
14.6	29.0	4	73.5	167.6	3	19.8	20.1	267.1	73	44	Nizam's State.	
13.0	28.4	4	68.0	146.4	2	17.3	17.5	231.9	70	43		
190.7	185.2	12.0	1,240.0	1,454.6	14.1	204.7	218.8	2,913.4	65	45	North Western.	
167.9	137.3	9.6	1,077.7	1,182.7	13.7	157.3	171.0	2,431.4	64	46		
69.2	35.8	Nil	206.2	180.7	12.8	56.7	69.5	456.4	58	30	South Indian.	
57.2	31.6	Nil	204.1	160.4	12.8	36.9	49.7	414.2	61	39		
												Total 5' 6" Gauge.
987.9	1,208.3	284.9	4,994.2	8,540.6	93.7	968.3	1,062.0	14,596.8				
890.1	967.2	264.1	4,530.6	7,188.8	77.2	778.4	855.6	12,576.0				
												2' 3 1/2" Gauge.
27.7	39.3	7	191.9	354.5	1.0	26.1	27.1	573.5	73	46	Assam Bengal.	
33.8	43.4	1	192.9	329.0	7	30.7	31.4	553.3	71	48		
98.9	67.4	Nil	481.8	539.2	14.5	52.6	67.1	1,133.1	69	40	Bengal and North Western.	
73.0	57.4	Nil	436.6	581.5	17.5	57.9	75.4	1,093.5	73	41		
76.8	69.6	3.1	459.6	629.0	3	77.7	78.0	1,166.6	73	49	Bombay, Baroda and Central India.	
68.3	56.7	3.3	419.9	514.1	3	65.7	66.0	1,000.0	73	48		
73.6	44.2	64.7	419.8	614.4	1.4	104.8	106.2	1,140.4	68	41	Burma.	
68.7	41.9	44.5	369.3	476.7	1.1	58.3	59.4	906.4	66	51		

† Other hours include Assisting required, Assisting not required, Light and siding engine hours.

18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passen- ger trains.	Mixed trains.			Goods trains.			Traffic.	
			Passen- ger proportion.	Goods pro- portion.	Total.	Main Lines.	Branch Lines.	Total.	Shunting.	
									Passen- ger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3' 3½" Gauge—concl'd.										
Eastern Bengal	1930-31	125.3	40.3	15.5	55.8	93.8	8.5	107.3	42.9	151.5
	1931-32	112.6	28.5	17.5	46.0	78.9	4.3	83.2	39.4	104.1
Jodhpur	1930-31	23.6	28.8	41.3	70.1	26.7	1.9	28.6	26.3	49.3
	1931-32	21.2	30.5	39.0	69.5	19.3	1.1	20.4	28.5	44.3
Madras and Southern Mahratta	1930-31	184.3	62.1	86.1	148.2	208.4	67.4	275.8	24.8	168.1
	1931-32	165.7	54.6	92.4	147.0	172.4	59.0	231.4	22.8	158.7
Nizam's State	1930-31	65.7	5.8	3.8	9.6	50.1	Nil	50.1	8.2	24.8
	1931-32	59.5	4.2	3.8	8.0	38.2	Nil	38.2	7.6	22.4
Rohilkund and Kumaon	1930-31	38.2	28.2	28.4	56.6	28.2	1.3	29.5	7.2	43.6
	1931-32	37.2	29.5	32.2	61.7	20.9	1.2	22.1	7.0	37.6
South Indian	1930-31	308.7	69.9	20.8	90.7	118.5	61.3	179.8	46.6	153.1
	1931-32	313.7	51.9	25.1	77.0	98.8	38.9	137.7	44.0	125.0
Total 3' 3½" Gauge	1930-31	1,298.3	786.7	635.6	1,322.3	953.9	458.2	1,412.1	328.0	1,408.2
	1931-32	1,233.7	692.1	630.3	1,222.4	801.4	356.6	1,158.0	307.0	1,200.8
2' 6" & 2' 0" Gauges.										
									Total	
Bengal Nagpur	1930-31	52.8			61.0			41.7	94.1	
	1931-32	40.4			80.4			39.3	84.7	
Bombay, Baroda and Central India.	1930-31	9.7			22.4			2	5.9	
	1931-32	12.1			20.3			11	5.5	
Eastern Bengal	1930-31	6.6			5.1			Nil	6	
	1931-32	7.4			4.3			Nil	6	
Great Indian Peninsula	1930-31	1.6			29.2			Nil	8.7	
	1931-32	Nil			31.1			2	7.6	
North-Western	1930-31	26.4			49.9			67.3	35.0	
	1931-32	23.4			41.7			60.3	32.5	
South Indian	1930-31	Nil			13.5			Nil	2.2	
	1931-32	Nil			13.7			Nil	2.1	
Total 2' 6" & 2' 0" Gauges	1930-31	97.1			181.1			109.2	149.5	
	1931-32	83.3			171.5			100.9	133.0	
Total Class I Railways	1930-31	4,355.7			1,965.4			5,262.8	5,775.6	
	1931-32	3,963.0			1,864.1			4,327.9	5,053.6	

†Includes figures for Darwha Pusad Railway.

for the years 1930-31 and 1931-32 (In hundreds)—concl'd.

Service.					Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 19).	Percentage of train Engine hours to Total Engine hours.		Railway.
† Other Hours.			Total.		Passenger and Total mixed.	Goods.	Total.		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3 + 4 + 10 + 12).	Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14).							
12	13	14	15	16	17	18	19	20	21	22	23
											3' 3½" Gauge—concl'd.
43.1	22.1	3.3	251.5	300.1	1.4	37.6	38.7	590.3	66	36	} Eastern Bengal.
37.9	16.8	2.8	218.4	224.4	7	46.3	47.0	489.8	64	37	
23.1	25.1	1.3	101.9	145.6	6	17.7	18.3	265.8	51	39	} Jodhpur.
24.3	21.9	1	104.5	125.7	6	14.4	15.0	245.2	49	42	
39.1	99.5	Nil	310.3	629.5	1.8	37.2	39.0	978.8	79	54	} Madras and Southern Mahratta.
36.0	82.7	Nil	278.6	585.2	1.4	25.6	27.0	870.8	79	57	
14.9	13.0	Nil	94.6	91.7	6	18.4	19.0	205.3	75	49	} Nizam's State.
13.4	8.9	Nil	84.7	73.3	5	18.6	19.1	177.1	75	46	
20.3	13.6	4	93.9	115.5	2.6	24.7	27.3	236.7	69	41	} Rohilkund and Kumaon.
19.6	12.0	4	93.3	104.3	2.4	18.0	20.4	218.0	71	52	
174.1	52.0	5.4	599.3	411.1	18.9	183.5	202.4	1,212.8	61	34	} South Indian.
168.8	45.2	4.0	578.4	337.0	13.9	116.6	130.5	1,045.9	63	48	
591.6	445.8	73.9	3,004.6	3,880.6	42.8	580.3	623.1	7,508.3			} Total 3' 3½" Gauge.
543.8	386.9	55.2	2,776.6	3,331.2	39.1	452.1	491.2	6,599.0			
Total.											2' 6" & 2' 0" Gauge.
24.6							13.6	287.8	*	*	} Bengal Nagpur.
22.7							9.7	257.2	*	*	
14.6							1.3	54.1	*	*	} Bombay, Baroda and Central India.
16.0							1.9	56.9	*	*	
4.6							1.3	18.1	*	*	} Eastern Bengal.
5.9							6	18.6	*	*	
4.6							3.5	47.6	*	*	} Great Indian Peninsula.
5.0							3.9	47.8	*	*	
46.5							10.2	238.3	*	*	} North Western.
38.4							5.0	201.3	*	*	
8.5							Nil	24.2	*	*	} South Indian.
8.4							1	24.3	*	*	
103.3							29.9	670.1			} Total 2' 6" & 2' 0" Gauge.
96.4							21.2	606.3			
3,336.9		363.8					1,715.0	22,775.2			} Total Class I Railways.
2,884.0		319.3					1,366.0	19,780.3			

* Figures not available.

† "Other hours" include Assisting required, Assisting not required, Light and Siding en line hours.

19.--Statement of vehicle and wagon miles* of Class I

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
		Coaching Vehicles.	Other Vehicles.	Total.	Coaching Vehicles.	Other Vehicles.	Total.	Coaching Vehicles. (Cols. 3+6)	Other Vehicles. (Cols. 4+7)	Total.	Goods.		
											Main Lines.		
											Loaded.	Total.	Per- centage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5' 6" GAUGE.													
Bengal-Nagpur	1930-31	80,534	4,026	84,560	2,406	33	2,439	82,940	4,109	87,049	116,560	163,270	71.0
	1931-32	73,135	3,170	76,305	2,730	33	2,763	75,865	3,203	79,068	103,359	149,897	69.0
Bombay, Baroda and Central India.	1930-31	65,313	7,932	63,245	7,614	5,592	13,206	62,927	13,524	76,451	62,840	88,347	71.1
	1931-32	50,470	6,902	57,372	6,561	2,596	9,157	57,021	9,498	66,529	55,558	78,538	70.7
Eastern Bengal	1930-31	72,884	6,399	79,283	2,559	Nil	2,559	75,443	6,399	81,842	45,058	60,560	74.0
	1931-32	69,406	5,426	74,832	2,161	Nil	2,161	71,567	5,426	76,993	38,203	51,406	74.2
East Indian	1930-31	274,230	17,545	291,775	9,636	253	9,889	283,866	17,508	301,674	355,485	572,835	62.1
	1931-32	266,748	11,451	268,199	9,718	218	9,936	266,466	11,689	278,135	321,771	506,269	63.6
Great Indian Peninsula	1930-31	189,101	3,905	193,006	4,150	Nil	4,150	193,251	3,905	197,156	178,707	243,164	73.5
	1931-32	173,538	3,489	177,027	7,619	Nil	7,619	181,157	3,489	184,646	161,139	211,038	76.4
Madras and Southern Mahratta.	1930-31	66,189	793	66,982	3,737	7	3,738	69,920	800	70,720	47,197	64,972	72.6
	1931-32	52,893	712	53,605	2,785	2	2,787	55,678	714	56,392	44,958	60,704	74.1
Nizam's State	1930-31	12,556	478	13,029	724	23	737	13,230	486	13,766	18,858	26,806	70.4
	1931-32	12,089	320	12,409	1,366	18	1,384	13,455	338	13,793	17,790	24,240	73.4
North Western	1930-31	236,581	7,518	244,099	31,791	338	32,129	268,372	7,856	276,228	215,194	296,730	72.5
	1931-32	200,762	6,161	215,923	30,288	436	30,724	240,050	6,597	246,647	187,280	255,180	73.4
South Indian	1930-31	27,464	1,120	28,584	2,110	10	2,120	29,574	1,130	30,704	15,196	19,068	79.7
	1931-32	27,043	686	27,729	2,046	33	2,079	29,089	719	29,808	13,889	17,738	78.3
Total 5' 6" GAUGE	1930-31	1,004,852	49,721	1,054,573	64,721	6,296	71,017	1,069,573	56,017	1,225,590	1,055,095	1,535,752	69.3
	1931-32	925,084	38,317	963,401	65,274	3,336	68,610	990,358	41,653	1,032,011	943,947	1,355,098	69.6
3' 3 1/2" GAUGE.													
Assam Bengal	1930-31	38	22	60	40,339	2,799	43,638	40,877	2,821	43,698	3,185	4,668	68.2
	1931-32	68	25	93	39,690	2,816	42,506	39,758	2,841	42,599	6,022	9,294	64.8
Bengal and North-Western.	1930-31	64,514	446	64,960	25,872	248	26,120	90,336	694	91,080	39,680	51,210	77.0
	1931-32	63,037	397	63,434	34,150	268	34,418	97,187	665	97,852	41,112	53,768	76.5
Bombay, Baroda and Central India.	1930-31	70,815	6,163	76,998	21,739	1,549	23,288	92,554	7,732	100,286	51,789	72,268	70.3
	1931-32	63,645	5,101	68,746	22,781	770	23,551	86,426	5,871	92,297	44,777	64,193	69.8
Barma.	1930-31	25,363	37	25,400	62,710	28	62,738	63,073	65	63,138	53,217	76,501	76.1
	1931-32	25,585	234	25,819	50,984	977	51,961	76,569	1,211	77,780	46,947	62,488	76.1

* The figures are in terms of four-wheelers.

Railways for the years 1930-31 and 1931-32. (In thousands.)

PROPORTION OF MIXED.									DEPARTMENTAL.			BRAKE VANS. †			Railway
Goods.			GOODS PROPORTION OF MIXED.		TOTAL.			Passenger and total mixed.	Goods.	Total.	Passenger and total mixed.	Goods.	Total.		
Branch lines.															
Loaded.	Total.	Per-centage loaded of total.	Loaded.	Total.	Loaded (Cols. 12 + 15 + 18).	Total (Cols. 13 + 16 + 19).	Per-centage loaded of total.	23	24	25	26	27	28	29	
15	16	17	18	19	20	21	22								
5' 6" GAUGE.															
51,217	91,353	56.0	1,749	2,253	169,526	257,376	66.0	400	4,220	4,620	1,590	7,309	9,399	Bengal Nagpur.	
47,825	84,544	56.6	1,361	1,944	152,545	236,385	64.5	396	4,171	4,567	3,378	6,773	10,151		
7,681	12,666	60.6	3,647	11,666	79,163	112,679	70.3	71	3,409	3,480	3,240	2,310	5,550	Bombay, Baroda and Central India.	
5,496	9,312	59.0	11,435	15,243	72,489	103,093	70.3	67	1,415	1,482	2,736	1,889	4,625		
2,942	4,585	64.9	532	927	43,592	66,072	74.0	211	7,320	7,531	741	1,585	2,326	Eastern Bengal.	
2,400	3,821	62.8	622	907	41,225	56,224	73.3	159	8,341	8,500	376	1,331	1,707		
46,941	72,462	64.8	1,522	2,199	403,943	647,496	62.4	3,329	19,847	23,176	4,272	14,594	18,866	East Indian.	
42,815	62,690	68.3	1,564	2,103	368,150	571,062	64.1	2,912	18,648	21,560	3,412	12,676	16,088		
36,233	55,030	65.8	1,286	1,977	216,226	300,171	72.0	212	9,587	9,799	6,057	7,987	14,044	Great Indian Pen-insula.	
34,084	51,316	66.4	2,050	3,135	197,273	265,489	74.3	161	8,832	9,993	5,502	6,845	12,347		
14,132	18,927	74.7	1,687	2,251	63,016	86,150	73.2	915	2,743	3,658	1,834	2,728	4,562	Madras and Southern Mahratta.	
14,734	19,735	74.7	1,732	2,284	61,424	82,723	74.3	780	1,857	2,637	1,280	2,565	3,845		
138	294	46.9	1,011	1,637	20,007	23,737	69.6	34	1,533	1,567	354	821	1,175	Nizam's State.	
75	127	59.1	2,009	2,927	19,874	27,294	73.0	38	1,010	1,048	315	786	1,101		
31,131	42,490	73.3	10,672	13,609	256,997	352,829	72.8	1,065	13,274	14,339	16,659	8,387	25,046	North Western.	
25,512	34,114	74.8	12,784	16,451	225,576	305,745	73.8	1,037	8,993	10,030	11,128	6,464	17,592		
2,166	2,710	79.9	1,671	2,113	19,033	23,891	79.7	18	2,965	2,983	526	1,314	1,840	South Indian.	
1,869	2,409	77.6	2,059	2,541	17,817	22,686	78.5	15	1,830	1,845	470	1,128	1,598		
192,581	301,017	64.0	23,337	33,682	1,276,513	1,875,451	68.1	6,255	64,898	71,153	35,273	47,535	82,808	Total 5' 6" GAUGE.	
174,810	268,068	66.2	35,616	47,535	1,154,373	1,670,701	69.1	5,865	56,097	61,962	28,597	40,457	69,054		
3' 3 3/4" GAUGE.															
3,147	4,297	73.2	30,826	42,159	37,153	51,124	72.7	130	4,170	4,300	523	590	1,113	Assam Bengal.	
2,722	3,662	74.3	25,661	34,659	34,405	47,615	72.3	97	4,881	4,978	N/A	850	850		
17,121	22,681	75.0	12,579	16,345	69,330	90,236	77.0	121	4,720	4,841	8,415	1,901	10,316	Bengal and North-Western.	
17,827	23,253	76.7	13,390	17,317	72,328	94,339	76.7	105	7,012	7,117	8,284	2,070	10,354		
45,958	67,474	68.1	11,440	16,547	108,537	156,237	69.4	34	4,871	4,905	3,753	3,716	7,469	Bombay, Baroda and Central India.	
33,243	47,764	69.6	11,146	16,147	89,166	128,084	69.6	41	2,554	2,595	2,589	2,784	5,373		
8,249	11,325	72.8	17,300	21,322	83,766	109,148	76.8	140	11,968	12,108	7	3,216	3,223	Burma.	
6,254	8,874	70.5	18,566	24,050	71,767	95,412	75.2	121	6,523	6,644	74	2,381	2,455		

† Including Departmental.

19.—Statement of vehicle and wagon Miles* of Class I

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
		Coaching Vehicles.	Other Vehicles.	Total.	Coaching Vehicles.	Other Vehicles.	Total.	Coaching Vehicles. (Cols. 3+6).	Other Vehicles. (Cols. 4+7).	Total.	Goods.		
											Main Lines.		
											Loaded.	Total.	Per- centage loaded total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3' 3½" GAUGE—concd.													
Eastern Bengal	1930-31	14,493	1,382	45,875	10,485	Nil	10,485	54,978	1,382	56,360	32,774	48,437	68.0
	1931-32	39,638	1,124	40,762	7,668	Nil	7,668	47,306	1,124	48,430	28,506	42,660	66.8
Jodhpur	1930-31	3,954	160	9,114	9,664	215	9,879	18,618	375	18,993	10,915	16,605	65.7
	1931-32	7,938	150	8,088	9,684	240	9,924	17,622	390	18,012	8,227	11,646	70.6
Madras and Southern Maharatta.	1930-31	45,487	678	46,165	14,614	24	14,641	60,104	702	60,806	50,989	67,846	75.2
	1931-32	41,837	529	42,366	13,877	27	13,904	55,714	556	56,270	44,101	58,520	75.4
Nizam's State	1930-31	13,015	650	13,665	800	6	806	13,815	656	14,471	13,542	17,654	76.7
	1931-32	12,452	561	13,013	670	7	677	13,122	568	13,690	11,341	15,206	74.6
Rohilkund and Kumaon	1930-31	8,928	141	9,069	7,147	41	7,188	16,075	182	16,257	5,887	8,742	67.0
	1931-32	8,191	108	8,299	6,408	68	6,476	14,599	176	14,775	4,670	6,993	66.8
South Indian	1930-31	87,697	528	88,225	14,713	77	14,790	102,410	603	103,013	36,398	49,807	73.1
	1931-32	86,717	572	87,289	11,126	68	11,194	97,843	640	98,483	33,226	45,599	72.9
Total 3' 3½" GAUGE.	1930-31	369,304	10,225	379,529	208,586	4,987	213,573	577,890	15,212	593,102	302,776	413,736	73.1
	1931-32	349,108	8,801	357,909	197,038	5,241	202,279	546,146	14,042	560,188	268,929	370,357	72.6
2' 6" & 2' 0" GAUGES.		Total			Total			Total.			Total— Main and Branch Lines.		
											Loaded.	Total.	Per- centage loaded total.
Bengal-Nagpur	1930-31		12,081			11,031			23,112		6,699	10,467	64.0
	1931-32		10,123			10,159			20,282		6,029	9,279	65.0
Bombay, Baroda and Central India.	1930-31		1,001			2,268			3,269		23	27	85.2
	1931-32		1,289			1,930			3,219		47	89	52.8
Eastern Bengal	1930-31		582			431			1,113		Nil	Nil	Nil
	1931-32		612			421			1,033		Nil	Nil	Nil
Great Indian Peninsula	1930-31		154			3,575			3,729		1	2	63.2
	1931-32		..			3,546			3,546		8	18	42.2
North-Western	1930-31		2,993			5,997			8,990		3,886	6,379	60.9
	1931-32		2,981			5,457			8,438		3,881	6,675	59.1
South Indian	1930-31		Nil			2,163			2,163		Nil	Nil	Nil
	1931-32		Nil			2,167			2,167		Nil	Nil	Nil
Total 2' 6" & 2' 0" Gauges	1930-31		16,811			25,565			42,376		10,609	16,875	62.9
	1931-32		15,005			23,680			38,685		9,965	16,061	62.0
Total Class I Railways	1930-31		1,450,913			310,155			1,761,068		1,660,653	2,408,135	68.9
	1931-32		1,336,315			294,569			1,630,884		1,222,841	1,741,516	70.2

* The figures are in terms of four-wheelers.

† Includes figures relating to Darwha Pusad Rly.

Railways for the years 1930-31 and 1931-32 (In thousands)—concl'd.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS.†			Railway.
Goods.			GOODS PROPORTION OF MIXED.		TOTAL.			Pas-senger and total mixed.	Goods.	Total.	Pas-senger and total mixed.	Goods.	Total.	
Branch lines.														
Loaded.	Total.	Per-centage loaded o total.	Loaded.	Total.	Loaded (Cols. 12 + 15 + 18).	Total (Cols. 13 + 16 + 19).	Per-centage loaded of total.	23	24	25	26	27	28		29
15	16	17	18	19	20	21	22							
1,533	2,469	64.0	2,698	4,069	37,060	54,975	67.0	102	2,889	2,991	1,611	1,158	2,769	3' 3½" GAUGE—concl'd. Eastern Bengal.
812	1,237	65.6	3,315	4,790	32,634	48,686	67.0	75	9,465	9,540	1,024	1,204	2,228	
242	469	51.6	10,707	14,311	21,864	31,355	69.7	68	1,652	1,720	1,084	380	1,464	Jodhpur
109	215	50.8	10,259	12,912	18,595	24,773	75.1	55	915	970	1,018	264	1,282	
10,109	14,763	68.5	14,619	20,270	75,717	102,879	73.6	98	3,479	3,577	3,901	5,696	9,597	Madras and Southern Mahratta.
9,307	13,150	70.8	17,625	23,530	71,033	95,200	74.6	68	2,629	2,697	3,644	5,054	8,698	
Nil	Nil	Nil	505	700	14,047	18,354	76.5	60	1,336	1,396	307	1,009	1,316	Nizam's State.
Nil	Nil	Nil	459	612	11,800	15,818	74.6	57	1,141	1,198	288	857	1,145	
175	322	54.0	5,194	7,363	11,256	16,427	69.0	76	2,808	2,884	1,663	362	2,025	Rohilkund and Kumaon.
169	311	54.3	5,292	7,077	10,131	14,381	70.4	79	2,077	2,156	1,514	274	1,788	
13,001	17,005	76.5	3,692	5,206	53,091	72,018	73.7	113	14,089	14,202	449	3,728	4,177	South Indian.
8,483	11,345	74.8	4,557	6,190	46,266	63,134	78.3	79	11,845	11,924	488	3,063	3,551	
99,590	140,805	70.7	109,560	148,292	511,926	702,833	72.8	942	51,982	52,924	21,713	21,756	43,469	Total 3' 3½" GAUGE.
78,926	109,801	71.9	110,270	147,294	458,125	627,442	73.0	777	49,042	49,819	18,923	18,801	37,724	
								Total.			Total.			2' 6" & 2' 0" GAUGE.
														Bengal Nagpur.
														Bombay, Baroda and Central India.
														Eastern Bengal.
														Great Indian Peninsula.
														North Western.
														South Indian.
														Total 2' 6" and 2' 0" GAUGE.
														Total Class I Railways.

20.—Statement of speed of Goods Trains† of Class I Railways for the years 1930-31 and 1931-32.

Railway.		Average speed of Goods Trains.													
		Through Goods Trains.						All Goods Trains.							
		Train miles per Train Engine hour.						Train miles per Train Engine hour.							
		Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.			
		1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.		
1	2	3	4	5	6	7	8	9	10	11	12	13			
5' 6" GAUGE.															
Bengal Nagpur	11.9	13.3	12.0	12.8	11.9	13.1	10.5	11.3	10.1	10.8	10.4	11.0			
Bombay, Baroda and Central India	11.7	11.9	10.3	10.3	11.4	11.6	10.7	11.2	10.3	10.3	10.6	11.1			
Eastern Bengal	12.1	11.9	8.25	7.05	11.8	11.5	9.69	9.27	6.52	5.88	9.32	8.85			
East Indian	11.4	12.8	8.98	9.99	11.2	12.6	10.4	11.4	8.51	9.19	10.0	11.0			
Great Indian Peninsula	{ Steam Electric†	12.9	13.3	12.5	12.8	12.8	13.1	11.4	11.8	10.2	11.1	11.1	11.5		
		15.7	16.4	NH.	NH	15.7	16.4	13.0	13.3	NH	NH	13.0	13.3		
Madras and Southern Mahratta	13.0	13.8	12.7	13.0	13.0	13.6	10.8	11.3	10.7	10.9	10.8	11.1			
Nizam's State	9.36	11.1	11.9	10.6	9.39	11.1	8.84	10.6	11.9	10.6	8.86	10.6			
North Western	14.1	14.4	NH	NH	14.1	14.4	10.7	10.8	9.31	9.99	10.5	10.7			
South Indian	NH	NH	NH	NH	NH	NH	10.6	10.8	9.92	10.1	10.4	10.7			
Average for 5' 6" gauge	{ Steam Electric†	*	*	*	*	*	*	10.6	11.3	10.1	10.6	10.5	11.0		
		15.6	16.4	NH	NH	15.7	16.4	13.0	13.3	NH	NH	13.0	13.3		
3' 3½" GAUGE.															
Assam Bengal	10.3	11.4	10.7	10.8	10.5	11.2	10.3	11.4	10.3	10.4	10.3	10.9			
Bengal and North Western	10.6	10.8	6.93	6.96	9.61	9.27	9.73	9.77	8.70	8.74	9.32	9.37			
Bombay, Baroda and Central India	12.3	12.7	12.1	12.3	12.5	12.5	11.9	12.0	10.8	10.9	11.3	11.4			
Burma	10.3	12.1	11.0	11.5	10.9	11.8	10.2	10.8	11.0	11.5	10.5	11.0			
Eastern Bengal	12.2	13.0	11.3	11.1	12.2	13.0	10.0	10.6	9.51	9.19	9.98	10.5			
Jodhpur	15.6	13.7	9.28	10.7	14.9	13.6	11.0	11.0	11.0	9.01	11.0	10.9			
Madras and Southern Mahratta	10.1	10.6	10.3	10.7	10.2	10.6	10.1	10.4	10.1	10.4	10.1	10.4			
Nizam's State	9.49	11.4	NH	NH	9.49	11.4	8.72	9.60	NH	NH	8.72	9.60			
Rohilkund and Kumaon	8.38	9.04	5.80	5.92	8.90	9.04	8.38	9.04	5.80	5.92	8.90	9.04			
South Indian	12.8	NH	14.6	NH	12.8	NH	9.45	10.5	9.29	10.1	9.39	10.4			
Average for 3' 3½" gauge	*	*	*	*	*	*	10.3	10.6	10.2	10.3	10.3	10.5			
2' 6" AND 2' 0" GAUGES.						All Goods Trains.									
						1930-31.		1931-32.							
						9.66		9.78							
						10.7		7.35							
						NH		NH							
Great Indian Peninsula						9.43		8.88							
North Western						7.65		8.18							
South Indian						NH		NH							
Average for 2' 6" and 2' 0" gauges						8.50		8.89							

* Information not available.
† Excluding Departmental.

‡ Other than Electric multiple unit suburban trains.
§ Includes figures for Darbhanga-Fusa Railway.

21.—Statement of Shunting and Light Running on Class I Railways for the years 1930-31 and 1931-32.

Railway.	* Passenger and proportion of mixed.						* Goods and proportion of mixed.					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.
Year.	2	3	4	5	6	7	8	9	10	11	12	13
1												
5' 6" Gauge.												
Bengal Nagpur	8.53	8.91	1.48	1.49	1.53	1.60	48.1	46.8	9.59	7.87	10.0	8.42
Bombay, Baroda and Central India	4.63	4.81	3.70	3.49	3.75	3.58	33.1	33.7	3.15	3.05	3.24	3.13
Eastern Bengal	8.01	8.20	0.65	0.63	0.65	0.63	80.7	86.2	4.84	4.14	5.93	4.90
East Indian	4.32	4.52	2.57	2.64	3.28	3.34	34.8	34.1	8.05	6.45	9.25	7.27
Great Indian Peninsula	3.12	2.94	1.35	1.40	1.75	2.00	32.1	30.6	3.98	3.35	4.51	3.85
Madras and Southern Mahratta	3.30	3.32	2.49	2.17	2.55	2.26	40.6	38.2	4.97	4.87	5.42	5.57
Nizam's State	2.32	3.39	2.09	2.26	2.03	2.27	34.7	28.8	10.4	13.2	10.5	13.2
North Western	7.20	7.82	1.48	1.41	2.21	2.05	31.5	30.3	7.92	7.42	8.58	7.89
South Indian	4.29	4.60	0.65	0.54	0.66	0.58	46.3	43.8	6.23	6.52	7.69	8.24
Average for 5' 6" gauge	5.31	5.54	1.85	1.83	2.29	2.28	37.5	36.4	7.02	6.12	7.77	6.73
3' 3½" Gauge.												
Assam Bengal	7.40	7.20	0.91	1.12	1.18	1.96	35.0	24.8	2.02	2.00	2.60	3.66
Bengal and North Western	3.81	3.32	6.72	0.56	1.05	0.84	49.3	46.3	1.53	1.48	2.84	2.83
Bombay, Baroda and Central India	4.37	4.27	0.99	0.87	1.65	1.41	25.5	26.7	1.90	2.11	4.27	4.00
Burma	6.92	7.41	0.65	0.72	0.65	0.72	30.8	26.0	5.30	6.25	5.55	6.34
Eastern Bengal	8.23	8.82	0.44	0.27	0.45	0.29	59.9	47.6	0.65	0.96	0.75	1.18
Jodhpur	15.4	17.0	0.63	0.37	0.65	0.38	28.2	29.1	0.49	0.90	0.52	0.94
Madras and Southern Mahratta	3.29	3.22	0.76	0.80	1.40	1.53	22.1	22.5	2.69	2.69	7.29	6.15
Nizam's State	3.27	3.28	3.70	3.60	3.78	3.61	25.8	27.2	10.4	10.3	10.5	10.3
Rohilkund and Kumaon	3.73	3.44	1.38	1.45	2.84	3.09	32.9	30.8	1.50	1.37	2.36	2.48
South Indian	3.88	3.51	0.53	0.45	1.06	0.64	37.0	35.4	1.39	2.88	2.48	3.46
Average for 3' 3½" gauge	5.10	5.04	0.85	0.79	1.25	1.15	33.2	31.7	2.64	2.70	4.21	4.30
† Other engine miles per 100 train miles												
2' 6" and 2' 0" gauges.												
Year.				1930-31.	1931-32.							
Bengal Nagpur				27.6	27.1							
Bombay, Baroda and Central India				10.2	8.53							
Eastern Bengal				6.60	0.08							
Great Indian Peninsula				10.5	8.97							
North Western				27.1	27.1							
South Indian				6.15	5.96							
Average for 2' 6" and 2' 0" gauges				22.6	21.7							

* Excluding Departmental.

† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not Departmental.

22.—Statement of Engine Usage of Class I

Railway.	Year.	AVERAGE NUMBER OF ENGINES.				ACTUAL NUMBER IN GOOD REPAIR STORED.		AVERAGE NUMBER IN			
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maxi- mum in any one month.	Mini- mum in any one month.	Passenger service.	Mixed service.	Goods service.	
1	2	3	4	5	6	7	8	9	10	11	
5' 6" GAUGE.											
Bengal Nagpur	1930-31	762	702	160	542	Nil	Nil	109	14	236	
	1931-32	753	723	185	538	43	12	106	10	204	
Bombay, Baroda and Central India.	1930-31	385	379	85	263	Nil	Nil	82	23	61	
	1931-32	385	385	89	276	Nil	Nil	71	21	59	
Eastern Bengal	1930-31	340	329	52	262	20	1	112	8	44	
	1931-32	340	326	39	274	55	19	107	7	36	
East Indian	1930-31	1,592	1,615	262	1,341	82	Nil	333	25	454	
	1931-32	1,589	1,629	249	1,373	223	62	314	26	380	
Great Indian Peninsula.	Steam	1930-31	†1,046	†1,036	200	†836	123	7	183	20	195
		1931-32	†992	983	161	†819	226	122	150	24	157
	Electric	1930-31	65	57	6	51	Nil	Nil	16	Nil	31
		1931-32	65	65	6	59	Nil	Nil	19	Nil	32
Madras and Mahratta.	1930-31	301	311	75	236	Nil	Nil	84	13	53	
	1931-32	301	307	78	229	Nil	Nil	79	13	54	
Nizam's State	1930-31	84	79	17	62	Nil	Nil	18	3	23	
	1931-32	88	83	18	65	Nil	Nil	16	5	20	
North Western	1930-31	1,389	1,265	234	1,031	27	Nil	308	73	296	
	1931-32	1,374	1,279	208	1,071	134	37	277	69	243	
South Indian	1930-31	149	151	27	124	2	Nil	49	11	25	
	1931-32	149	151	34	118	4	Nil	48	10	22	
Total 5' 6" GAUGE	Steam	1930-31	6,048	5,867	1,112	4,697	254	8	1,278	190	1,392
		1931-32	5,971	5,866	1,061	4,763	685	252	1,168	185	1,175
	Electric	1930-31	65	57	6	51	Nil	Nil	16	Nil	31
		1931-32	65	65	6	59	Nil	Nil	19	Nil	32
3' 3½" GAUGE.											
Assam Bengal	1930-31	199	200	42	153	Nil	Nil	Nil	92	16	
	1931-32	199	201	39	162	Nil	Nil	Nil	93	18	
Bengal and North Western	1930-31	343	366	41	325	Nil	Nil	91	63	65	
	1931-32	355	387	32	355	53	35	87	65	65	
Bombay, Baroda and Central India.	1930-31	513	500	83	417	11	Nil	108	64	100	
	1931-32	501	490	69	421	21	Nil	98	61	82	

* Excluding Electric Multiple Unit Suburban Trains.

† Includes 8 engines used exclusively by Mechanical Department.

Railways for the years 1930-31 and 1931-32.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Depart-mental service.	Shunt-ing includ-ing siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) loco notive day on line.	Per (goods) Locomo-tive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													5' 6" GAUGE.
27	73	464	78	504	141	100	88	104	69	13,598	22,222	10·5	B. N.
26	72	418	108	475	133	128	88	105	61	12,224	22,719	9·21	
14	44	224	39	235	139	123	96	108	64	12,918	22,456	8·38	B., B. & C.I.
8	54	213	63	226	143	118	88	100	55	10,574	19,084	7·03	
10	52	226	26	240	116	87	91	103	71	10,030	15,326	9·34	E. B.
9	47	206	25	225	116	82	87	102	65	8,795	14,747	7·86	
73	257	1,142	171	1,244	137	95	86	96	68	15,966	24,147	8·60	E. I.
63	240	1,023	213	1,178	137	98	88	97	61	13,967	25,069	7·16	
†30	103	†531	243	677	175	76	100	121	62	*9,424	*20,144	6·76	Steam.
†33	89	†453	190	507	181	84	103	120	55	*8,905	*21,466	5·77	
NH	NH	47	4	61	264	NH	64	134	111	*19,605	*23,761	8·79	Elec.
1	Nil	52	7	57	256	NH	58	133	106	*16,971	*21,840	7·80	
11	31	197	39	213	135	100	96	109	69	11,355	19,722	9·04	M. & S. M.
9	30	185	44	202	139	83	99	109	66	11,246	20,113	8·45	
4	6	54	8	68	165	145	98	124	85	15,928	22,996	12·0	N. S.
4	6	51	14	68	171	157	105	127	78	14,775	24,002	10·0	
41	158	876	137	914	132	116	79	98	68	11,631	18,286	7·74	N. W.
33	138	760	209	877	124	129	78	97	58	10,224	18,644	6·20	
14	11	110	14	120	125	86	89	104	76	6,494	11,574	9·94	S. I.
10	9	99	17	109	131	92	96	110	72	6,945	13,011	9·47	
224	740	3,824	760	4,215	139	105	88	116	68	*12,858	*21,213		Steam.
195	685	3,408	883	3,867	138	111	89	103	60	*11,552	*21,668		
NH	NH	47	4	61	264	NH	64	134	111	*19,605	*23,761		Elec.
1	Nil	52	7	57	256	Nil	58	133	106	*16,971	*21,840		
													Total 5' 6" gauge.
													3' 3½" GAUGE.
7	22	137	21	144	155	100	88	95	65	5,454	8,515	9·94	A. B.
8	21	140	22	146	Nil	89	94	88	62	5,106	7,988	9·33	
25	36	280	45	306	114	109	81	96	76	6,901	10,301	9·59	B. & N. W.
25	36	278	77	304	118	103	82	96	71	6,885	10,877	8·41	
18	50	340	72	353	111	72	100	93	64	7,537	11,850	7·66	B., B. & C.I.
19	39	299	109	347	117	76	95	93	57	7,190	12,674	6·49	

* Loco motive days of Shunting engines are wholly charged to Steam as the Shunting operations both for Steam and Electric trains are performed by Steam engines.

† Includes 8 engines used exclusively by Mechanical Department.

H59CR(Acct)

22.—Statement of Engine Usage of Class I

Railway.	Year.	AVERAGE NUMBER OF ENGINES.				ACTUAL NUMBER IN GOOD REPAIR STORED.		AVERAGE NUMBER IN		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3' 3½" GAUGE—concd.										
Burma	1930-31	429	429	49	380	Nil	Nil	24	109	83
	1931-32	429	420	51	370	59	29	22	99	52
Eastern Bengal	1930-31	229	222	30	182	37	5	43	21	37
	1931-32	228	226	21	198	68	38	40	20	29
Jodhpur	1930-31	105	108	15	93	Nil	Nil	10	26	8
	1931-32	105	108	17	91	Nil	Nil	9	26	6
Madras and Southern Mahratta.	1930-31	343	358	60	298	Nil	Nil	59	47	94
	1931-32	344	356	56	300	Nil	Nil	55	56	82
Nizam's State	1930-31	88	89	23	66	Nil	Nil	22	3	13
	1931-32	88	87	22	65	Nil	Nil	23	3	11
Rohilkund and Kumaon .	1930-31	75	78	8	70	Nil	Nil	14	24	8
	1931-32	75	81	9	72	Nil	Nil	14	26	6
South Indian	1930-31	421	418	81	337	9	Nil	130	39	65
	1931-32	418	422	84	338	20	4	134	35	52
Total 3' 3½" Gauge . .	1930-31	2,745	2,768	432	2,326	37	5	501	488	489
	1931-32	2,742	2,778	400	2,372	221	106	482	484	403
2' 6" AND 2' 0" GAUGES.										
Bengal Nagpur	1930-31	136	116	22	94	Nil	Nil	17	26	15
	1931-32	138	115	23	92	Nil	Nil	15	24	15
Bombay, Baroda and Central India.	1930-31	25	24	4	19	Nil	Nil	4	12	Nil
	1931-32	26	25	6	19	Nil	Nil	4	10	1
Eastern Bengal	1930-31	10	9	Nil	8	1	1	3	3	Nil
	1931-32	9	9	Nil	8	2	1	3	2	Nil
Great Indian Peninsula .	1930-31	19	19	3	16	1	Nil	1	10	Nil
	†1931-32	22	22	4	18	1	Nil	Nil	12	1
North Western	1930-31	100	98	19	79	1	Nil	10	14	27
	1931-32	100	106	19	87	11	3	9	14	24
South Indian	1930-31	11	11	3	8	Nil	Nil	Nil	7	Nil
	1931-32	11	11	3	8	1	Nil	Nil	7	Nil
Total 2' 6" and 2' 0" Gauges	1930-31	301	277	51	224	3	1	35	72	42
	1931-32	306	288	55	232	15	4	31	69	41

† Including figures for Darwha Pused Railway.

Railways for the years 1930-31 and 1931-32—concl'd.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on the line.	Per (goods) locomotive day on the line.	Per (goods) locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3' 3½" Gauge—concl'd.
22	48	236	94	317	138	108	83	103	68	7,061	12,111	8.23	Burma.
12	44	229	110	274	152	105	100	106	57	6,646	13,462	6.69	
11	29	141	22	163	136	102	82	101	65	5,455	9,576	8.89	E. B.
10	24	123	19	143	130	91	86	100	54	4,754	9,982	6.76	
5	7	56	37	63	131	108	114	108	57	5,250	11,726	7.87	Jodhpur.
3	7	51	39	65	127	108	114	109	53	5,011	11,752	7.36	
11	31	242	56	267	143	109	94	106	72	5,519	8,668	9.00	M. & S. M.
8	32	233	67	256	140	93	91	100	66	5,404	8,615	7.93	
4	7	49	17	63	153	107	108	118	65	7,899	14,171	9.09	N. S.
3	6	46	19	58	139	112	104	114	61	7,602	14,135	7.00	
4	8	58	12	Nil	136	89	99	99	76	5,695	8,350	9.26	R. & K.
7	3	56	9	Nil	131	88	98	101	70	5,971	8,715	8.23	
45	20	299	33	334	110	94	89	98	70	4,316	8,760	9.84	S. I.
32	19	272	53	302	117	85	90	100	65	4,271	9,040	8.45	
152	258	1,888	409	2,015	121	100	91	99	61	6,199	8,550		Total 3' 3½" Gauge.
127	231	1,727	524	1,895	124	94	92	99	62	5,951	10,658		
													2' 6" & 2' 0" GAUGES.
3	11	72	22	80	113	80	84	92	57	2,023	3,551	8.39	B. N.
2	11	67	25	76	106	86	77	88	52	1,893	3,426	7.64	
Nil	Nil	16	3	18	90	66	Nil	74	49	2,507	2,507	2.80	B., E. & C. I.
Nil	Nil	15	4	17	112	69	25	81	49	1,424	1,424	8.19	
Nil	Nil	6	2	8	56	55	Nil	56	36	172	560	6.26	E. B.
Nil	Nil	5	2	8	60	46	Nil	55	34	244	522	6.42	
1	1	13	3	16	61	110	Nil	103	71	2,962	4,739	8.16	G. I. P.
1	1	15	2	19	Nil	107	15	102	66	1,675	2,874	8.11	
3	9	63	16	75	82	116	65	77	50	1,003	1,674	8.26	N. W.
1	7	55	26	69	84	100	71	80	41	845	1,689	6.32	
Nil	Nil	7	1	8	Nil	76	Nil	76	47	1,608	2,603	8.29	S. I.
Nil	Nil	7	1	9	Nil	75	Nil	75	47	1,487	2,419	8.09	
7	21	177	47	205	91	88	72	79	53	1,621	2,670		TOTAL 2' 6" AND 2' 0" GAUGES.
4	19	164	60	198	96	87	72	84	48	1,332	2,517		

23.—Statement of Loads of Trains of Class I Railways for the years 1930-31 and 1931-32.

Railway.	Year.	†AVERAGE LOAD PER TRAIN.†											
		PAS- SENGER TRAINS.	PASSEN- GERE INCLUD- ING PRO- PORTION OF MIXED.	GOODS TRAINS.						GOODS AND PROPORTION OF MIXED.			
				Main lines.			Branch lines.			Main and Branch lines.			
				No. of vehicles.	Gross weight includ- ing weight of engine.	Loaded wagons.	Total.	Per- cen- tage loaded of total.	Loaded wagons.	Total.	Per- cen- tage loaded of total.	Net or freight weight.	Gross weight including weight of engine.
2	3	4	5	6	7	8	9	10	11	12	13		
5' 6" GAUGE.													
Bengal Nagpur . . .	1930-31	15.0	Tons. 381.0	30.0	42.0	71.0	23.0	41.0	56.0	Tons. 398.0	Tons. 890.0	Tons. 779.0	
	1931-32	15.0	393.0	30.0	43.0	69.0	23.0	40.0	56.6	391.0	888.0	776.0	
Bombay, Baroda and Central India.	1930-31	17.4	376.9	36.0	50.0	71.0	25.0	42.0	60.0	346.0	881.0	761.0	
	1931-32	18.0	382.0	35.0	50.0	71.0	25.0	41.6	59.0	346.0	856.0	754.0	
Eastern Bengal . . .	1930-31	17.0	366.0	37.0	49.0	74.0	27.0	42.0	64.0	355.0	881.0	790.0	
	1931-32	17.0	371.0	40.0	54.0	74.0	28.0	44.0	63.0	373.0	936.0	845.0	
East Indian . . .	1930-31	18.1	408.0	33.1	53.4	62.0	23.5	36.2	64.9	470.0	1,043.0	940.0	
	1931-32	17.6	410.0	34.3	53.9	63.6	23.1	33.9	68.1	479.0	1,063.0	952.0	
Great Indian Peninsula	Steam	1930-31	14.7	387.0	32.8	45.2	72.6	20.1	30.5	65.8	318.0	805.0	700.0
		1931-32	15.4	390.0	36.4	48.5	75.2	19.5	29.4	66.4	323.0	824.0	720.0
	** Electric	1930-31	17.2	472.0	40.2	50.2	79.9	Nil	Nil	Nil	449.0	1,068.0	933.0
		1931-32	17.0	458.0	43.8	52.4	83.6	Nil	Nil	Nil	454.0	1,097.0	962.0
Madras and Southern Mahratta.	1930-31	14.1	385.0	36.2	49.8	72.6	28.7	38.4	74.7	326.0	875.0	756.0	
	1931-32	13.7	377.9	36.9	49.9	74.1	29.0	38.8	74.7	334.2	892.5	768.3	
Nizam's State . . .	1930-31	12.0	326.0	27.3	38.8	70.4	20.5	43.8	46.9	326.0	771.0	662.0	
	1931-32	12.6	358.0	27.8	37.8	73.4	9.97	16.9	59.0	315.0	745.0	632.0	
North Western . . .	1930-31	17.0	399.0	35.5	49.0	72.5	23.1	31.5	73.2	347.0	866.0	752.0	
	1931-32	18.1	413.0	37.6	51.3	73.4	24.1	32.3	74.8	348.0	857.0	751.0	
South Indian . . .	1930-31	13.0	323.0	25.4	31.8	79.7	26.6	33.3	79.9	210.0	596.0	501.0	
	1931-32	12.3	311.0	26.0	33.2	78.3	25.6	33.0	77.6	220.0	616.0	517.0	
Average for 5' 6" gauge	Steam	1930-31	16.7	390.5	34.1	49.7	68.7	22.9	35.8	64.0	384.5	914.2	801.4
		1931-32	16.9	395.5	35.6	51.1	69.7	22.8	35.0	65.2	388.6	923.2	808.9
	** Electric	1930-31	17.2	472.0	40.2	50.2	79.9	Nil	Nil	Nil	449.0	1,068.0	933.0
		1931-32	17.0	458.0	43.8	52.4	83.6	Nil	Nil	Nil	454.0	1,097.0	962.0
3' 3½" GAUGE.													
Assam Bengal . . .	1930-31	22.1	307.0	19.0	28.0	67.9	12.0	17.0	70.6	125.0	305.0	277.0	
	1931-32	24.3	297.0	20.0	31.0	64.5	12.0	16.0	75.0	127.0	339.0	284.0	
Bengal and North Western.	1930-31	18.0	386.0	36.0	46.0	78.2	27.0	35.0	77.1	173.0	386.0	337.0	
	1931-32	17.0	216.0	35.0	46.0	76.0	27.0	35.0	77.1	179.1	395.5	345.3	
Bombay, Baroda and Central India.	1930-31	19.0	224.0	32.0	45.0	71.0	26.0	38.0	68.0	180.0	417.0	363.0	
	1931-32	19.0	232.0	32.0	46.0	70.0	27.0	38.0	70.0	194.0	432.0	378.0	

†Excluding departmental trains.

†In terms of four-wheelers.

** Excluding Electric multiple unit suburban trains.

23.—Statement of Loads of Trains of Class I Railways for the years 1930-31 and 1931-32—concl'd.

Railway.	Year.	†AVERAGE LOAD PER TRAIN.†											
		PAS- SENGER TRAINS.	PASSEN- GER INCLUD- ING PRO- PORTION OF MIXED.	GOODS TRAINS.						GOODS AND PROPORTION OF MIXED.			
				Main lines.			Branch lines.			Main and Branch lines.			
				No. of vehicles.	Gross weight includ- ing weight of engine.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13	
3'3½" GAUGE—concl'd.				Tons.							Tons.	Tons.	Tons.
Burma	1930-31	21.3	240.0	35.0	46.0	76.1	13.0	18.0	72.8	197.0	436.0	361.0	
	1931-32	21.6	243.0	39.0	51.0	75.1	13.0	18.0	70.5	200.0	441.0	368.0	
Eastern Bengal	1930-31	22.0	267.0	33.0	49.0	68.0	20.0	31.0	64.0	178.0	461.0	410.0	
	1931-32	22.0	269.0	34.0	51.0	67.0	21.0	32.0	66.0	181.0	471.0	418.0	
Jodhpur	1930-31	20.0	283.0	37.0	56.0	66.0	11.0	22.0	50.0	140.0	364.0	305.0	
	1931-32	19.0	271.0	38.0	54.0	71.0	11.0	21.0	51.0	141.0	350.0	291.0	
Madras and Southern Mahratta.	1930-31	14.9	224.0	24.3	32.3	75.2	14.9	21.7	68.5	124.0	343.0	278.0	
	1931-32	15.2	230.1	24.6	32.6	75.4	15.2	21.4	70.8	130.1	356.1	287.1	
Nizam's State	1930-31	11.6	189.0	31.0	40.4	76.7	Nil	Nil	Nil	215.0	517.0	441.0	
	1931-32	11.8	190.0	30.9	41.5	74.6	Nil	Nil	Nil	222.0	523.0	445.0	
Rohilkund and Kumaon	1930-31	13.4	198.0	23.0	33.0	70.0	13.0	23.0	57.0	128.0	310.0	259.0	
	1931-32	12.9	192.8	24.0	36.0	67.0	16.0	29.0	55.0	130.9	299.4	247.5	
South Indian	1930-31	17.3	210.0	30.6	41.9	73.1	21.7	28.4	76.5	142.0	389.0	327.0	
	1931-32	15.6	198.0	32.1	44.0	73.0	21.5	28.8	74.8	150.0	403.0	340.0	
Average for 3' 3½" gauge.	1930-31	17.2	229.8	30.8	43.1	73.2	21.2	30.0	70.7	160.4	393.9	331.5	
	1931-32	16.7	227.8	31.5	43.4	72.6	21.4	29.8	71.9	165.9	400.0	338.2	
2' 6" AND 2' 0" GAUGES.													
Bengal Nagpur	1930-31									67.0	215.0	163.0	
	1931-32									60.0	202.0	150.0	
Bombay, Baroda and Central India.	1930-31									39.0	123.0	95.0	
	1931-32									39.0	118.0	91.0	
Eastern Bengal	1930-31									11.0	56.0	43.0	
	1931-32									12.0	58.0	45.0	
Great Indian Peninsula	1930-31									48.0	156.0	108.0	
	1931-32*									33.0	134.0	86.0	
North Western	1930-31									33.0	141.0	88.0	
	1931-32									32.0	146.0	90.0	
South Indian	1930-31									37.0	129.0	89.0	
	1931-32									34.0	126.0	85.0	
Average for 2' 6" and 2' 0" gauges.	1930-31									48.1	170.0	119.0	
	1931-32									43.0	164.4	111.8	

*Includes figures for Darbhanga Railway.

†Excluding departmental trains.

‡In terms of four-wheelers.

24--Statement* of vehicles and wagons and their usage on Class I Railways for the years 1930-31 and 1931-32

Railway.	Year.	COACHING STOCK.							GOODS STOCK.				AVERAGE STARTING WAGON LOAD (IN TONS).†			AVERAGE WAGON LOAD DURING THE RUN (IN TONS).‡		
		†AVERAGE AUTHORIZED STOCK.		AVERAGE NUMBER ON LINE.				Vehicle miles per vehicle day.†	Average authorised stock†	AVERAGE NUMBER OF WAGONS OWNED.		Average number of wagons on line daily pooled and non-pooled.†	Coal and coke.	Heavy merchandise.	Light merchandise.	AVERAGE WAGON LOAD DURING THE RUN (IN TONS).‡	Wagon miles per wagon day.†	Net ton miles per wagon day.†
				Passenger Carriages.		Other Coaching Vehicles.				In units.	In terms of 4-wheelers.							
		Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.												In units.	In terms of 4-wheelers.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5' 6" GAUGE.																		
Bengal Nagpur	1930-31	877	337	812	1,503	224	303	126.0	22,758	22,587	24,144	23,827	19.9	17.4	11.7	14.9	29.4	290.0
	1931-32	849	327	827	1,553	227	309	111.0	22,831	22,900	24,525	22,739	20.1	17.1	12.7	14.7	28.1	269.0
Bombay, Baroda and Central India.	1930-31	598	339	562	1,067	217	242	130.0	10,402	10,171	10,429	10,110	19.3	15.2	8.61	11.0	30.4	236.0
	1931-32	625	326	555	1,055	221	252	119.0	10,417	9,974	10,232	10,081	18.9	13.4	10.3	11.0	27.8	216.0
Eastern Bengal	1930-31	770	369	751	1,425	243	260	123.0	8,362	8,202	8,354	7,863	19.7	12.3	8.12	10.2	22.9	172.0
	1931-32	810	370	755	1,443	246	263	115.0	8,388	8,137	8,290	7,507	19.7	14.2	8.01	9.93	20.4	149.0
East Indian	1930-31	2,754	1,105	2,788	4,365	679	824	137.0	50,343	48,339	48,792	46,237	19.6	13.8	10.6	15.0	38.0	358.0
	1931-32	2,734	1,094	2,686	4,327	681	853	128.0	50,172	48,291	48,774	47,823	19.9	13.7	8.80	14.9	32.3	312.0
Great Indian Peninsula.	1930-31	1,407	983	1,414	2,706	649	739	152.0	17,332	17,537	18,828	16,039	20.5	15.5	11.0	11.0	60.8	407.0
	1931-32	1,404	964	1,365	2,686	665	803	142.0	17,601	17,770	19,056	16,443	20.3	15.3	11.0	10.8	43.8	354.0
Madras and Southern Mahratta.	1930-31	666	276	709	1,140	227	240	119.0	5,668	5,677	5,754	5,353	19.0	13.0	7.45	10.2	40.1	299.0
	1931-32	662	283	715	1,166	212	225	109.0	5,745	5,747	5,828	5,753	19.8	12.7	7.54	10.2	39.1	298.0
Nizam's State	1930-31	131	58	117	186	(a)35	(a)36	165.0	2,167	2,166	2,166	2,423	17.9	15.3	7.13	12.5	32.5	283.0
	1931-32	126	51	119	189	33	34	165.0	2,164	2,164	2,164	2,323	18.9	15.0	6.26	12.8	32.1	299.0
North Western	1930-31	2,644	1,425	2,488	4,730	914	976	129.0	30,005	29,117	30,062	27,146	18.6	14.3	8.07	11.1	35.0	287.0
	1931-32	2,643	1,427	2,472	4,717	928	997	115.0	29,964	28,933	29,904	28,903	19.0	14.6	8.13	10.8	28.3	230.3
South Indian	1930-31	287	98	279	563	80	88	125.0	1,848	1,847	1,859	1,858	18.8	14.0	8.74	8.86	35.0	249.0
	1931-32	298	99	277	562	73	89	122.0	1,882	1,865	1,877	1,737	20.9	14.2	8.93	9.24	35.3	259.0
Total 5' 6" Gauge and average.	1930-31	10,134	4,990	9,920	18,185	(a)2,268	(a)3,753	132.7	148,935	145,643	150,388	141,456				12.7	36.0	314.2
	1931-32	10,151	4,941	9,771	18,198	3,286	3,825	122.9	149,164	145,781	150,650	143,300				12.6	31.5	277.0
3' 3½" GAUGE.																		
Assam Bengal	1930-31	623	207	551	1,052	105	114	96.0	5,136	4,976	5,407	5,578	10.1	8.11	6.16	6.70	25.1	122.0
	1931-32	623	226	584	1,116	108	118	88.0	5,295	5,229	5,676	5,753	10.3	8.07	6.08	6.65	22.6	109.0
Bengal and North Western.	1930-31	1,315	244	1,286	1,802	195	195	124.0	9,967	11,028	11,270	11,210	9.82	8.06	6.28	6.62	21.7	112.0
	1931-32	1,331	249	1,287	1,811	54	55	142.0	9,977	11,124	11,315	11,293	10.0	9.33	6.83	6.86	22.4	120.0
Bombay, Baroda & Central India.	1930-31	1,608	330	1,411	2,521	126	161	95.0	9,787	9,597	11,142	11,189	9.57	9.21	6.52	6.74	37.9	179.0
	1931-32	1,509	306	1,392	2,511	140	182	89.0	9,585	9,530	11,089	11,064	9.75	9.23	6.31	7.17	31.8	158.0
Burma	1930-31	1,152	398	1,117	1,972	211	242	109.0	10,353	10,347	11,269	11,102	12.3	11.1	6.31	7.24	26.9	164.0
	1931-32	1,147	403	911	1,733	205	241	106.0	10,353	10,351	11,283	9,570	12.7	11.8	6.46	8.02	26.7	164.0

(a) Revised figures.

† In units.

‡ In terms of 4-wheelers.

*Does not include electric multiple unit suburban service stock.

24.—Statements of vehicles and wagons and their usage on Class I Railways for the years 1930-31 and 1931-32
—concl'd.

Railway.	Year.	COACHING STOCK.							GOODS STOCK.				AVERAGE STARTING WAGON LOAD (IN TONS).†			AVERAGE WAGON LOAD DURING THE RUN (IN TONS).†	Wagon miles per wagon day.†	Net ton miles per wagon day.†
		†AVERAGE AUTHORISED STOCK.		AVERAGE NUMBER ON LINE.				Average authorised stock.†	AVERAGE NUMBER OF WAGONS OWNED.		Average number of wagons on line daily pooled and non-pooled.†	Coal and coke.	Heavy merchandise. ‡	Light merchandise.				
				Passenger Carriages.		Other Coaching Vehicles.			In units.	In terms of 4-wheelers.								
				Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers.											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
3 3/4" Gauge— concl'd. Eastern Bengal	1930-31	794	342	759	1,295	231	241	98.0	5,186	5,509	7,254	6,734	8.95	7.60	6.72	6.10	22.0	92.0
	1931-32	795	342	808	1,417	228	238	78.0	5,335	5,419	7,168	6,483	8.87	7.82	6.81	6.06	20.2	83.0
Jodhpur	1930-31	228	88	230	389	27	35	120.0	2,397	2,405	2,641	2,562	11.0	8.75	2.54	5.59	32.0	131.0
	1931-32	230	88	232	392	26	33	113.0	2,429	2,429	2,658	2,468	10.8	8.91	2.78	5.76	26.3	119.0
Madras and Southern Mahratta.	1930-31	933	172	866	1,337	168	178	105.0	7,053	7,819	8,261	8,115	8.69	7.29	4.67	6.22	34.4	159.0
	1931-32	919	177	867	1,403	173	183	96.0	7,229	8,387	8,823	8,717	9.07	7.38	4.78	6.46	29.5	144.0
Nizam's State.	1930-31	171	51	151	225	16	16	158.0	1,497	1,307	1,313	1,181	10.7	9.71	5.45	7.35	39.7	224.0
	1931-32	159	41	152	227	16	16	148.0	1,326	1,326	1,332	1,299	10.5	9.45	5.08	7.76	33.2	193.0
Rohilkund & Kumaon.	1930-31	251	74	231	346	29	29	117.0	2,475	2,613	2,653	2,375	12.2	10.4	5.62	8.74	18.8	98.0
	1931-32	251	75	231	346	29	29	106.0	2,475	2,636	2,616	2,465	12.0	10.6	5.62	8.91	15.9	90.0
South Indian	1930-31	1,284	211	1,232	2,438	130	198	106.0	5,405	5,524	7,820	7,799	9.77	7.71	4.99	5.52	24.7	103.0
	1931-32	1,284	214	1,256	2,488	120	199	99.0	5,399	5,495	7,863	7,701	9.96	7.90	4.99	5.69	22.0	93.0
Total 3 3/4" Gauge and Average.	1930-31	8,359	2,117	7,833	13,427	1,238	1,410	106.8	59,306	61,125	69,030	67,836				6.65	28.0	137.4
	1931-32	8,248	2,121	7,720	13,444	1,109	1,294	101.5	59,403	61,926	69,883	66,813				6.84	25.4	128.2
2' 6" & 2' 0" Gauges																		
Bengal Nagpur	1930-31	395	48	371	733	27	51	77.0	1,950	1,943	3,846	3,795	*	*	*	3.76	11.7	31.0
	1931-32	394	48	373	735	26	50	69.0	1,953	1,952	3,864	3,887	*	*	*	3.67	10.2	26.0
Bombay, Baroda and Central India.	1930-31	66	1	65	130	1	2	*	295	286	457	454	*	*	*	3.81	10.2	24.0
	1931-32	67	1	66	132	1	2	*	289	281	455	453	*	*	*	3.97	9.61	24.0
Eastern Bengal	1930-31	69	3	62	62	Nil	Nil	49.0	80	78	78	61	Nil	Nil	3.10	1.33	1.87	1.84
	1931-32	71	3	56	56	Nil	Nil	50.0	34	25	25	8	Nil	Nil	Nil	1.76	14.1	19.3
Great Indian Peninsula. (b)	1930-31	44	3	44	83	2	2	120.0	179	179	353	353	*	*	*	3.73	23.4	67.1
	1931-32	48	3	48	91	2	2	110.0	201	192	379	379	*	*	*	3.17	20.4	44.2
North Western	1930-31	335	80	314	564	53	85	38.0	835	763	1,300	1,285	7.82	6.21	4.03	3.61	21.4	50.9
	1931-32	337	83	316	575	62	103	33.0	821	832	1,441	1,412	8.47	6.24	3.96	3.50	17.7	40.7
South Indian	1930-31	34	1	34	68	Nil	Nil	87.0	78	78	156	156	Nil	4.04	3.09	2.89	16.0	34.0
	1931-32	34	1	34	68	Nil	Nil	87.0	78	78	156	156	Nil	4.04	3.09	2.43	14.5	30.0
TOTAL 2' 6" & 2' 0" GAUGES AND AVERAGE.	1930-31	943	136	890	1,640	83	140	63.2	3,417	3,327	6,190	6,104				3.68	14.3	36.7
	1931-32	951	139	893	1,657	91	157	56.8	3,376	3,360	6,320	6,245				3.54	12.6	30.6

*Information not available.

† In units.

‡ In terms of 4-wheelers.

§ Does not include electric multiple unit suburban service stock.

(b) Includes figures for Darwha Pased Rly.

(a) Revised figures.

25.—Statement of Density of Traffic on Class I Railways for the years 1930-31 and 1931-32.

Railway.	Year.	† Passenger miles per annum.		† Net ton miles per annum.		† Gross ton miles per annum.		† Train miles per running track mile per day.
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal Nagpur .	1930-31	364,495	402,967	951,070	1,049,823	2,997,926	3,310,422	12.7
	1931-32	323,663	354,236	827,603	911,399	2,696,650	2,970,753	11.4
Bombay, Baroda and Central India	1930-31	738,508	901,014	539,756	653,527	2,429,270	2,963,821	12.0
	1931-32	700,714	855,228	480,266	597,154	2,164,551	2,641,855	10.5
Eastern Bengal .	1930-31	732,078	908,439	500,363	620,903	2,979,287	3,697,010	16.8
	1931-32	605,192	747,475	395,747	490,115	2,582,567	3,198,392	14.5
East Indian .	1930-31	704,302	872,767	1,159,629	1,439,485	3,899,984	(a) 5,028,107	15.7
	1931-32	638,878	792,730	1,030,036	1,276,546	3,570,708	4,419,526	14.3
Great Indian Penin- sula.	1930-31	429,350	536,476	553,066	691,060	2,753,993	3,441,135	15.4
	1931-32	401,232	501,840	494,544	618,549	2,470,985	3,090,576	13.6
Madras and Southern Mahratta.	1930-31	699,869	730,095	538,967	562,245	2,845,248	2,968,131	14.6
	1931-32	623,227	655,174	521,275	547,996	2,698,534	2,836,861	13.8
Nizam's State.	1930-31	318,792	318,792	438,241	438,241	1,738,357	1,738,357	9.50
	1931-32	292,461	292,461	445,008	445,008	1,763,210	1,763,210	9.17
North-Western .	1930-31	488,433	557,252	414,595	473,010	1,962,522	2,239,033	9.68
	1931-32	404,051	462,341	363,553	416,001	1,730,836	1,980,533	8.14
South Indian .	1930-31	482,419	482,419	302,913	302,913	1,904,832	1,904,832	12.9
	1931-32	509,530	509,530	287,399	287,399	1,948,815	1,948,815	14.3
Total 5' 6" gauge .	1930-31	540,130	644,797	667,944	793,712	2,663,699	3,165,251	12.5
	1931-32	480,782	557,523	596,988	692,278	2,459,805	2,852,434	11.4
3' 3½" GAUGE.								
Assam Bengal .	1930-31	280,341	280,341	198,118	198,118	917,447	917,447	7.91
	1931-32	223,059	223,059	183,207	183,207	839,653	839,653	7.35
Bengal and North Western.	1930-31	543,661	546,151	210,704	211,668	478,714	480,906	9.93
	1931-32	464,118	466,244	225,184	226,216	525,046	527,452	9.94
Bombay, Baroda and Central India.	1930-31	455,380	455,917	307,831	308,194	1,228,627	1,230,075	10.9
	1931-32	414,194	414,682	263,780	264,092	1,075,018	1,076,285	9.39
Burma .	1930-31	279,831	307,967	351,632	386,987	1,179,493	1,298,088	10.3
	1931-32	230,160	253,302	264,273	290,844	1,014,729	1,116,757	8.58

(a) Revised figures.

* Including weight of engine.

† Including Departmental.

25.—Statement of Density of Traffic on Class I Railways for the years 1930-31 and 1931-32.—
concl'd.

Railway.	Year.	† Passenger miles per annum.		† Net ton miles per annum.		† Gross ton miles per annum.		† Train miles per running track mile per day.
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3' 3½" GAUGE—concl'd.								
Eastern Bengal .	1930-31 .	454,955	458,217	235,298	236,985	1,292,321	1,301,586	10·8
	1931-32 .	355,774	358,328	221,297	222,886	1,177,056	1,185,505	9·51
Jodhpur . . .	1930-31 .	162,661	162,661	132,076	132,076	587,819	587,819	4·99
	1931-32 .	152,494	152,494	114,882	114,882	516,937	516,937	4·55
Madras and Southern Mahratta	1930-31 .	263,471	263,471	229,298	229,298	1,051,820	1,051,820	10·2
	1931-32 .	239,701	239,701	222,930	222,930	997,362	997,362	9·36
Nizam's State.	1930-31 .	299,935	308,035	157,727	161,941	748,837	769,058	7·27
	1931-32 .	276,708	284,181	138,981	142,735	673,633	692,100	6·60
Rohilkund and Kumaon.	1930-31 .	294,519	295,177	147,819	148,120	726,301	727,777	8·62
	1931-32 .	273,890	274,447	141,717	142,005	714,976	716,429	8·49
South Indian .	1930-31 .	710,442	711,176	186,864	187,057	1,258,724	1,260,024	14·9
	1931-32 .	581,086	592,786	157,090	160,055	1,137,480	1,160,362	14·4
Total 3' 3½" Gauge	1930-31 .	394,211	403,421	231,216	235,582	1,064,818	1,084,616	10·0
	1931-32 .	342,719	348,217	212,719	216,132	977,973	993,663	9·17
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur .	1930-31 .	121,028	121,028	49,840	49,840	377,203	377,203	5·59
	1931-32 .	89,968	89,968	41,494	41,494	329,825	329,825	5·02
Bombay, Baroda and Central India.	1930-31 .	124,468	124,468	21,735	21,735	192,574	192,574	5·22
	1931-32 .	119,936	119,936	19,822	19,822	175,089	175,089	4·98
Eastern Bengal .	1930-31 .	205,517	205,517	2,593	2,593	167,332	167,332	8·56
	1931-32 .	173,734	173,734	1,748	1,748	153,750	153,750	8·15
Great Indian Peninsula	1930-31 .	80,097	80,097	46,136	46,136	298,006	298,006	6·04
	1931-32† .	60,334	60,334	24,472	24,472	226,376	226,376	5·72
North Western	1930-31 .	73,253	73,253	37,930	37,930	278,921	278,921	5·63
	1931-32 .	58,208	58,208	31,874	31,874	261,918	261,918	5·32
South Indian .	1930-31 .	102,905	102,905	19,455	19,455	203,465	203,465	4·94
	1931-32 .	87,719	87,719	17,094	17,094	198,106	198,106	4·83
Total 2' 6" and 2' 0" Gauges.	1930-31 .	101,891	101,891	40,398	40,398	306,143	306,143	5·58
	1931-32 .	89,930	89,930	36,177	36,177	302,158	302,158	5·61
Total Class I Railways	1930-31 .	464,791	518,371	477,196	529,871	1,962,205	2,178,800	11·2
	1931-32 .	411,856	450,910	430,063	470,844	1,816,337	1,988,574	10·3

* Including weight of engine

† Including Departmental.

‡ Includes figures for Darwha Pusa Ry. as well.

26 (a)—Statement of Repairs of Rolling Stock of Class I Railways

Railway.	Year.	ENGINES.				COACHING STOCK.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur	1930-31	53	7.61	107	15.2	94	23	11.5	10.0
	1931-32	58	8.07	127	17.5	104	31	12.6	13.7
Bombay, Baroda and Central India	1930-31	27	7.12	58	15.3	63	18	11.2	8.29
	1931-32	19	5.00	70	18.1	68	21	12.2	9.55
Eastern Bengal	1930-31	20	6.06	32	9.85	69	14	9.18	5.94
	1931-32	13	4.02	26	8.12	53	13	7.02	5.08
East Indian	1930-31	81	5.02	181	11.2	194	52	6.96	7.66
	1931-32	69	4.24	180	11.1	170	42	6.33	6.17
Great Indian Peninsula	1930-31	40	3.84	160	15.6	87	29	6.15	4.47
	1931-32	25	2.55	136	13.9	65	23	4.76	3.46
	1930-31	2	3.51	4	7.02	..	..	..	..
	1931-32	1	1.54	5	7.69	..	..	..	..
Madras and Southern Mahratta	1930-31	25	8.11	50	16.2	47	13	6.69	5.64
	1931-32	28	9.32	50	16.3	41	9	5.81	4.20
Nizam's State	1930-31	10	12.7	7	8.86	12	3	*10.3	*8.82
	1931-32	7	8.43	11	13.3	9	2	7.56	6.25
North Western	1930-31	85	6.74	149	11.8	221	92	8.89	10.1
	1931-32	64	5.02	144	11.3	255	108	10.3	11.6
South Indian	1930-31	11	7.28	16	10.4	20	4	7.17	5.00
	1931-32	14	8.94	20	13.2	31	6	11.2	8.22
Total 5' 6" gauge	1930-31	352	6.00	760	13.0	807	248	8.14	7.59
	1931-32	297	5.06	764	13.0	796	255	8.15	7.76
	1930-31	2	3.51	4	7.02	..	..	..	..
	1931-32	1	1.54	5	7.69	..	..	..	..
3' 3½" GAUGE.									
Assam-Bengal	1930-31	14	7.04	28	14.1	60	11	10.9	5.71
	1931-32	10	5.00	29	14.5	57	16	9.76	7.41
Bengal and North-Western	1930-31	18	5.07	23	6.48	160	19	12.5	9.74
	1931-32	* 13	3.45	19	5.05	96	3	7.46	5.56
Bombay, Baroda and Central India	1930-31	24	4.76	59	11.9	77	5	5.46	3.97
	1931-32	19	3.81	50	10.2	80	7	5.75	5.00
Burma	1930-31	20	4.70	29	6.78	47	4	4.22	1.73
	1931-32	17	3.99	34	8.04	31	1	3.35	0.45

* Revised figures.

† Excluding Electric multiple unit suburban trains.

for the years 1930-31 and 1931-32.

COACHING STOCK.				GOODS STOCK.				HOT BOXES AVERAGE NUMBER (MONTHLY)				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wago- ons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.		Num- ber.	Per 10,000,000 Vehicle miles.	Num- ber.	Per 1,000,000 Wagon miles.	
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percent- age of column 15 to average total No. on line daily.	Number.	Percent- age of column 17 to average total No. on line daily.					
11	12	13	14	15	16	17	18	19	20	21	22	23
5' 6" GAUGE.												
11	2	1.29	0.76	753	3.16	1,189	4.99	10	13.8	644	28.7	} Bengal-Nagpur.
12	3	1.39	1.53	590	2.60	2,224	9.79	20	29.6	485	23.5	
4	2	0.71	0.92	184	1.82	95	0.94	1	1.38	108	11.0	} Bombay, Baroda and Central India.
3	1	0.50	0.15	257	2.55	104	1.03	1	1.01	88	9.47	
2	1	0.20	0.57	64	0.82	267	3.40	1	1.45	92	14.7	} Eastern Bengal.
3	1	0.38	0.34	55	0.73	431	5.74	1	1.55	59	10.8	
61	7	2.19	1.03	414	0.90	1,404	3.04	22	8.54	988	17.4	} East Indian.
64	10	2.38	1.47	352	0.74	3,817	7.98	20	8.51	762	15.2	
25	3	1.77	0.42	173	1.08	653	4.06	14	8.21	451	17.0	} Great Indian Peninsula Steam. + Electric.
20	2	1.47	0.32	163	0.99	849	5.16	8	4.83	298	12.7	
..	..	..	..	..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	..	..	..	..	
8	1	1.13	0.38	61	1.04	147	2.52	6	11.4	83	10.8	} Madras and Southern Mahratta.
6	1	0.87	0.37	73	1.27	182	3.15	4	7.37	76	10.5	
*1	*Nil	*0.85	*Nil	95	3.92	15	0.62	1	*9.18	23	*9.25	} Nizam's State.
1	Nil	0.84	Nil	85	3.66	13	0.56	2	18.4	28	11.8	
49	13	1.99	1.44	427	1.57	2,011	7.41	23	9.19	553	17.7	} North Western.
97	25	3.93	2.67	337	1.17	1,641	5.68	23	10.9	416	15.5	
15	3	5.20	3.30	36	1.94	23	1.24	5	18.9	28	11.9	} South Indian.
8	1	2.93	1.79	57	3.28	20	1.15	4	14.9	15	7.21	
176	32	1.77	0.98	2,207	1.56	5,804	4.10	83		2,970		} Total 5' 6" Gauge Steam. + Electric.
214	44	2.19	1.34	1,969	1.37	9,281	6.48	83		2,227		
..	..	..	..	..	..	..	..	..		..		
..	..	..	..	..	..	..	..	..		..		
3' 3 1/2" GAUGE.												
3	1	0.50	0.62	117	2.10	88	1.53	6	16.0	28	6.00	} Assam-Bengal.
2	1	0.39	0.69	216	3.75	71	1.23	14	38.0	43	10.0	
10	1	0.78	0.51	391	3.48	117	1.04	8	9.44	53	6.59	} Bengal and North-Wes- tern.
4	11	0.31	Nil	200	1.77	162	0.90	5	5.17	25	2.94	
11	1	0.79	0.65	218	1.91	85	0.76	19	22.2	187	13.6	} Bombay, Baroda and Central India.
13	1	0.90	0.60	97	0.87	69	0.63	17	21.0	171	15.4	
23	4	2.09	1.76	53	0.47	257	2.32	3	3.51	43	4.10	} Burma.
20	3	2.16	1.64	46	6.48	162	1.69	1	1.16	34	3.85	

*Revised figures.

†Excluding electric multiple unit suburban trains.

26 (a).—Statement of Repairs of Rolling Stock of Class I Railways

Railway.	Year.	ENGINES.				COACHING STOCK.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
3' 3½" Gauge—concl'd.									
Eastern Bengal	1930-31.	13	6.12	17	7.31	51	10	6.68	4.53
	1931-32	7	2.92	14	6.04	69	12	8.50	5.12
Jodhpur	1930-31	9	8.33	6	5.55	22	5	9.56	18.5
	1931-32	10	9.26	7	6.48	18	2	7.79	7.69
Madras and Southern Mahratta	1930-31	26	7.33	34	9.52	65	10	7.48	6.03
	1931-32	22	6.19	34	9.50	63	11	7.29	6.42
Nizam's State.	1930-31	10	11.2	13	14.6	17	1	*11.3	*6.25
	1931-32	8	9.20	14	16.1	16	1	10.5	6.25
Rohilkund and Kumaon	1930-31	5	6.18	4	4.69	16	4	6.75	12.3
	1931-32	4	4.60	5	6.08	14	2	5.88	7.79
South Indian	1930-31	26	6.32	54	13.0	68	9	5.52	6.92
	1931-32	25	6.08	58	14.0	96	7	7.64	5.38
	1930-31	..	..	..	..	..	..	..	..
	1931-32	..	(a) 2.75	Nil	Nil	..	..	..	..
Total 3' 3½" Gauge	1930-31	165	5.97	267	9.65	533	78	7.35	6.30
	1931-32	135	4.86	264	9.50	540	62	6.99	5.59
	1930-31	..	..	..	..	..	..	..	..
	1931-32	..	(a) 2.75	Nil	Nil	..	..	..	..
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	1930-31	9	7.99	13	11.4	16	5	4.33	17.9
	1931-32	7	6.47	16	13.5	18	2	4.86	8.54
Bombay, Baroda and Central India	1930-31	2	8.33	2	8.33	1	Nil	1.54	Nil
	1931-32	2	8.33	2	8.33	1	Nil	1.39	Nil
Eastern Bengal	1930-31	..	(a) 2.78	Nil	(a) 1.89	3	Nil	5.21	Nil
	1931-32	..	(a) 4.00	Nil	(a) 2.33	2	Nil	3.70	Nil
Great Indian Peninsula	1930-31	1	5.26	2	10.5	Nil	Nil	Nil	Nil
	1931-32	1	5.26	3	15.8	Nil	Nil	Nil	Nil
North-Western	1930-31	5	5.10	14	14.3	8	2	2.55	3.77
	1931-32	6	5.66	13	12.3	9	2	2.85	3.23
South Indian	1930-31	1	7.55	2	20.4	Nil	Nil	Nil	Nil
	1931-32	1	9.82	2	15.5	Nil	Nil	Nil	Nil
Total 2' 6" and 2' 0" Gauges	1930-31	18	6.50	33	11.9	28	7	3.15	8.43
	1931-32	17	5.90	36	12.5	30	4	3.36	4.40
TOTAL CLASS I RAILWAYS.	1930-31	535	6.00	1,060	11.9	1,418	333	7.57	7.26
	1931-32	449	5.03	1,064	11.9	1,366	321	7.43	7.15
	1930-31	2	3.51	4	7.02	..	..	..	..
	1931-32	1	1.54	5	7.69	..	..	..	..

*Revised figures.

† Excluding electric multiple unit suburban trains.

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

for the years 1930-31 and 1931-32—concl'd.

COACHING STOCK.				GOODS STOCK.				HOT BOXES AVERAGE NUMBER (MONTHLY)				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.		Num-ber.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percent- age of column 15 to average total No. on line daily.	Number.	Percent- age of column 17 to average total No. on line daily.					
11	12	13	14	15	16	17	18	19	20	21	22	23
11	2	1.50	0.83	35	0.62	180	2.67	4	7.75	10	2.10	3' 3½" GAUGE—concl'd. Eastern Bengal.
12	2	1.48	0.83	53	0.81	120	1.85	2	4.04	6	1.16	
1	Nil	0.52	(a) 0.44	50	1.95	8	0.31	1	5.00	9	3.00	Jodhpur.
1	Nil	0.53	(a) 0.54	44	1.78	11	0.45	2	12.0	9	4.00	
7	1	0.82	0.67	61	0.76	170	2.10	6	11.4	124	13.3	Madras and Southern Mahratta.
6	1	0.64	0.60	39	0.45	109	1.25	6	11.8	94	10.7	
*2	*Nil	*1.32	*Nil	41	3.47	8	0.67	3	*22.9	4	*2.27	Nizam's State.
1	Nil	0.66	Nil	62	4.77	3	0.23	1	8.61	2	1.35	
Nil	Nil	Nil	Nil	16	0.67	13	0.55	27	15.0	130	6.63	Rohilkund and Kumaon.
Nil	Nil	Nil	Nil	24	0.97	16	0.65	30	18.3	66	3.94	
47	4	3.85	3.42	227	2.91	272	3.49	16	18.2	35	4.68	Steam Electric South Indian.
42	3	3.33	2.32	143	1.86	169	2.19	16	19.4	14	2.08	
..	..	..	..	..	..	..	..	..	..	..	..	Total 3' 3½" Gauge.
..	..	..	..	..	..	..	..	..	..	..	..	
115	14	1.45	1.13	1,209	1.78	1,198	1.77	93		623		Steam Electric Total 3' 3½" Gauge.
101	11	1.31	0.99	924	1.38	832	1.25	94		461		
..	..	..	..	..	..	..	..	..		..		2' 6" AND 2' 0" GAUGES. Bengal Nagpur.
..	..	..	..	..	..	..	..	..		..		
9	1	2.39	2.47	19	0.51	102	2.69	2	7.70	2	1.38	Bombay, Baroda and Central India.
12	Nil	3.32	(a) 0.42	22	0.58	122	3.19	1	4.38	6	4.36	
3	Nil	4.62	Nil	2	0.46	12	2.53	Nil	Nil	1	0.46	Eastern Bengal.
3	Nil	5.20	Nil	1	0.24	11	2.41	Nil	Nil	Nil	Nil	
Nil	Nil	(a) 0.71	Nil	Nil	(a) 0.51	Nil	(a) 0.08	Nil	Nil	Nil	Nil	Great Indian Peninsula.
Nil	Nil	Nil	Nil	Nil	(a) 5.41	Nil	Nil	Nil	Nil	Nil	Nil	
2	Nil	6.52	Nil	Nil	Nil	10	2.83	Nil	Nil	Nil	Nil	North Western.
2	Nil	4.34	Nil	Nil	Nil	8	2.27	Nil	Nil	Nil	Nil	
8	1	2.46	2.72	15	1.37	27	2.10	Nil	(a) 3.85	5	5.13	South Indian.
9	2	2.71	3.40	20	1.42	31	2.20	2	22.7	2	2.39	
3	Nil	8.63	Nil	Nil	Nil	6	3.85	Nil	Nil	Nil	Nil	Total 2' 6" and 2' 0" Gauges.
2	Nil	5.97	Nil	Nil	Nil	4	2.56	Nil	Nil	Nil	Nil	
25	2	2.81	2.41	36	0.59	157	2.57	2		8		Steam Electric TOTAL CLASS I RAILWAYS.
28	2	3.14	2.20	43	0.69	176	2.82	3		8		
316	48	1.69	1.05	3,452	1.60	7,159	3.32	178		3,601		TOTAL CLASS I RAILWAYS.
343	57	1.87	1.27	2,936	1.36	10,289	4.76	180		2,696		
..	..	..	..	..	..	..	..	..		..		TOTAL CLASS I RAILWAYS.
..	..	..	..	..	..	..	..	..		..		

* Revised figures.

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

†Excluding electric multiple unit suburban train.

26 (b)—Statement of cost of Repairs and maintenance of Rolling Stock of

Railway: 1	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
	2	3	4
5' 6" GAUGE.	As.	As.	As.
Bengal Nagpur	1.79	1.17	2.96
Bombay, Baroda & Central India	1.94	1.42	3.36
Eastern Bengal	1.63	0.92	2.55
East Indian	1.73	1.34	3.07
Great Indian Peninsula	1.72	1.28	3.00
Madras and Southern Mahratta	2.35	1.54	3.89
Nizam's State	1.67	1.04	2.71
North-Western	2.05	1.76	3.81
South India	1.58	1.04	2.62
Averages			3.23
3' 3½" GAUGE.			
Assam Bengal	1.35	1.61	2.96
Bengal and North-Western	1.26	1.70	2.96
Bombay, Baroda & Central India	2.54	1.80	4.34
Burma	1.53	1.37	2.90
Eastern Bengal	1.62	1.15	2.77
Jodhpur	2.40	2.35	4.75
Madras and Southern Mahratta	1.95	1.61	3.56
Nizam's State	2.78	1.69	4.47
Rohilkund and Kumaon	1.62	1.12	2.74
South Indian	1.61	1.63	3.24
Averages			3.39

* Cost per equated engine mile = cost per engine mile $\times \frac{20,000}{\text{Average Tractive Effort per engine}}$

Class I Railways for the year 1931-32.

Cost per carriage on line.†			Cost per wagon on line.†			Railways.
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops.	Transportation workshops.	Total.	
5	6	7	8	9	10	11
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	5' 6" GAUGE
727.1	208.6	935.7	62.3	38.6	100.9	Bengal Nagpur.
698.0	172.0	870.0	58.0	32.0	90.0	Bombay, Baroda & Central India.
282.7	100.9	383.6	49.1	12.8	61.9	Eastern Bengal.
508.5	100.0	608.5	47.6	41.9	89.5	East Indian.
599.0	115.6	714.6	47.8	55.6	103.4	Great Indian Peninsula.
446.9	97.6	544.5	65.2	33.5	98.7	Madras and Southern Mahratta.
604.0	30.3	634.3	115.4	32.9	148.3	Nizam's State.
378.7	75.3	454.0	50.3	41.4	91.7	North-Western.
263.4	46.9	310.3	21.0	9.06	30.1	South Indian.
		598.2			92.6	Averages.
						3' 3½" GAUGE.
247.9	28.4	276.4	41.5	10.8	52.3	Assam Bengal.
183.0	51.1	234.1	22.9	12.7	35.6	Bengal and North-Western.
312.0	62.0	374.0	30.0	21.0	51.0	Bombay, Baroda & Central India.
174.7	34.7	209.4	57.1	12.6	69.7	Burma.
245.1	75.1	320.2	33.6	12.6	46.2	Eastern Bengal.
373.1	46.1	419.2	50.3	12.1	62.4	Jodhpur.
291.6	43.8	335.4	33.7	15.5	49.2	Madras and Southern Mahratta.
603.3	29.6	632.9	62.1	16.9	79.0	Nizam's State.
244.6	27.1	271.7	20.1	5.07	25.2	Rohilkund and Kumaon.
182.1	38.9	221.0	21.9	5.04	26.9	South Indian.
		289.4			48.1	Averages.

† In terms of 4-wheelers.

27 (a).—Statement of coal consumed on *Class I* Railways

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (Tons).					FUEL CONSUMED FOR PUMPING ENGINES.	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal)	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal Nagpur	1930-31	Nil	714,658	Nil	Nil	714,658	Nil	123,549
	1931-32	Nil	644,892	Nil	Nil	644,892	Nil	107,635
Bombay, Baroda and Central India.	1930-31	Nil	293,676	4,852	Nil	295,615	Nil	10,904
	1931-32	Nil	251,856	4,269	Nil	253,564	Nil	21,749
Eastern Bengal	1930-31	Nil	247,079	Nil	Nil	247,079	Nil	33,706
	1931-32	Nil	217,264	Nil	Nil	217,264	Nil	29,592
East Indian	1930-31	Nil	1,380,696	315	Nil	1,380,822	Nil	212,729
	1931-32	Nil	1,211,431	255	Nil	1,211,533	Nil	185,972
Great Indian Peninsula	1930-31	Nil	811,825	31	43,906	891,666	Nil	109,450
	1931-32	Nil	684,968	3	18,614	713,813	Nil	104,636
Madras and Southern Mahratta	1930-31	Nil	250,604	Nil	30	250,660	Nil	15,288
	1931-32	Nil	238,559	Nil	22	238,599	Nil	11,333
Nizam's State	1930-31	Nil	90,978	245	Nil	91,076	Nil	7,792
	1931-32	Nil	85,868	230	Nil	85,960	Nil	6,983
North Western	1930-31	Nil	978,077	Nil	58,594	1,034,612	Nil	141,416
	1931-32	Nil	808,595	Nil	45,858	891,973	Nil	131,859
South Indian	1930-31	Nil	108,212	172	25	108,318	Nil	(a) 2,252
	1931-32	Nil	98,170	52	18	98,223	Nil	1,746
Total 5' 6" Gauge	1930-31	Nil	4,375,805	5,615	102,555	5,064,506	Nil	(a) 657,086
	1931-32	Nil	4,241,603	4,809	64,512	4,366,821	Nil	601,505
3' 3½" GAUGE.								
Assam Bengal	1930-31	Nil	107,740	Nil	Nil	107,740	Nil	19,151
	1931-32	Nil	100,945	Nil	Nil	100,945	Nil	15,855
Bengal and North Western	1930-31	Nil	194,087	Nil	Nil	194,087	Nil	56,362
	1931-32	Nil	184,709	Nil	Nil	184,709	Nil	50,196
Bombay, Baroda and Central India.	1930-31	Nil	243,525	4,378	Nil	245,276	Nil	21,635
	1931-32	Nil	213,903	3,526	Nil	215,313	Nil	19,453
Burma	1930-31	Nil	216,237	16,936	Nil	223,011	Nil	14,012
	1931-32	Nil	178,120	13,444	Nil	183,497	Nil	10,353

* 2½ tons of wood =
0.55 ton of oil fuel =

during the years 1930-31 and 1931-32.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED. (TONS.)					Railway.
Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	
10	11	12	13	14	15	16	17	
								5' 6" GAUGE.
Nil	Nil	123,549	Nil	838,207	Nil	Nil	838,207	Bengal Nagpur.
Nil	Nil	107,635	Nil	752,527	Nil	Nil	752,527	
1,502	Nil	11,505	Nil	304,580	6,354	Nil	307,120	Bombay, Baroda and Central India.
1,620	Nil	22,397	Nil	273,605	5,889	Nil	275,961	
Nil	Nil	33,706	Nil	280,785	Nil	Nil	280,785	Eastern Bengal.
Nil	Nil	29,592	Nil	246,856	Nil	Nil	246,856	
364	86	213,031	Nil	1,593,425	679	86	1,593,853	East Indian.
783	391	186,998	Nil	1,397,403	1,038	391	1,398,531	
Nil	4,508	117,646	Nil	921,275	31	48,414	1,009,312	Great Indian Peninsula.
Nil	3,096	110,265	Nil	789,604	3	21,710	829,078	
Nil	1	15,289	Nil	265,892	Nil	31	265,949	Madras and Southern Mahratta.
Nil	635	12,488	Nil	249,892	Nil	657	251,087	
13	Nil	7,797	Nil	98,770	253	Nil	98,873	Nizam's State.
12	Nil	6,988	Nil	92,851	242	Nil	92,948	
3,117	8,685	†175,353	Nil	1,119,493	3,117	67,279	†1,259,965	North Western.
2,907	5,932	143,810	Nil	940,454	2,907	51,790	1,035,783	
Nil	178	(a)2,575	Nil	(a)110,464	172	203	(a) 110,893	South Indian.
Nil	28	1,797	Nil	99,916	52	46	100,020	
4,996	13,458	(a)700,451	Nil	(a)5,532,891	10,611	116,013	†(a) 5,764,957	Total 5' 6" Gauge.
5,322	10,082	621,970	Nil	4,843,108	10,131	74,594	4,982,791	
								3' 3½" GAUGE.
Nil	Nil	19,151	Nil	126,891	Nil	Nil	126,891	Assam Bengal.
Nil	Nil	15,855	Nil	116,800	Nil	Nil	116,800	
Nil	Nil	56,362	Nil	250,449	Nil	Nil	250,449	Bengal and North Western.
Nil	Nil	50,196	Nil	234,905	Nil	Nil	234,905	
110	Nil	21,679	Nil	265,160	4,438	Nil	266,955	Bombay, Baroda and Central India.
108	Nil	19,197	Nil	233,056	3,635	Nil	234,510	
12,702	Nil	19,093	Nil	230,249	29,633	Nil	242,104	Burma.
11,534	Nil	14,967	Nil	188,473	24,978	Nil	198,464	

1 ton of coal.
1 ton of coal.

Tons (in terms of coal).
† Includes { Cinders .. 11,096
Soft coke .. 3,100
Hard coke .. 2,703
Total .. 16,899

(a) Revised figures.

H59CRAcots

27 (a).—Statement of coal consumed on Class I Railways

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS.)					FUEL CONSUMED FOR PUMPING ENGINES.	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3' 3½" GAUGE—conold.								
Eastern Bengal	1930-31	Nil	122,428	Nil	Nil	122,428	Nil	19,213
	1931-32	Nil	104,619	Nil	Nil	104,619	Nil	17,830
Jodhpur	1930-31	Nil	46,600	221	Nil	46,688	Nil	5,196
	1931-32	Nil	40,228	193	Nil	40,305	Nil	4,506
Madras and Southern Mahratta	1930-31	Nil	207,822	Nil	28	207,872	Nil	16,273
	1931-32	Nil	187,598	Nil	16	187,625	Nil	14,646
Nizam's State	1930-31	Nil	64,997	156	Nil	65,059	Nil	3,587
	1931-32	Nil	55,504	145	Nil	55,562	Nil	3,085
Rohilkund and Kumaon	1930-31	Nil	36,952	Nil	Nil	36,952	Nil	9,041
	1931-32	Nil	37,931	Nil	Nil	37,931	Nil	5,785
South Indian	1930-31	Nil	178,363	553	27	178,633	Nil	(a)20,271
	1931-32	Nil	167,181	441	5	167,366	Nil	19,649
Total 3' 3½" Gauge	1930-31	Nil	1,418,751	22,244	55	1,427,746	Nil	(a)184,740
	1931-32	Nil	1,270,738	17,749	21	1,277,872	Nil	161,058
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur	1930-31	Nil	63,468	Nil	Nil	63,468	Nil	11,000
	1931-32	Nil	55,567	Nil	Nil	55,567	Nil	8,327
Bombay, Baroda and Central India	1930-31	Nil	6,854	191	Nil	6,932	Nil	282
	1931-32	Nil	6,757	170	Nil	6,824	Nil	204
Eastern Bengal	1930-31	Nil	1,379	Nil	Nil	1,379	Nil	2
	1931-32	Nil	1,310	Nil	Nil	1,310	Nil	3
Great Indian Peninsula	1930-31	Nil	12,331	Nil	Nil	12,331	Nil	1,409
	1931-32†	Nil	11,915	Nil	Nil	11,915	Nil	1,181
North-Western	1930-31	Nil	50,197	Nil	Nil	50,197	Nil	5,029
	1931-32	Nil	42,563	Nil	Nil	42,563	Nil	5,229
South Indian	1930-31	Nil	2,445	23	Nil	2,455	Nil	9
	1931-32	Nil	2,524	2	1	2,526	Nil	6
Total 2' 6" & 2' 0" Gauges	1930-31	Nil	136,674	214	Nil	136,762	Nil	17,731
	1931-32	Nil	120,636	172	1	120,709	Nil	14,950
TOTAL CLASS I RAILWAYS	1930-31	Nil	6,431,230	28,073	102,610	6,529,014	Nil	(a)859,558
	1931-32	Nil	5,632,977	22,730	64,534	5,759,398	Nil	777,513

* 2½ tons of wood =
0.55 ton of oil fuel =

† Includes figures for Darwaha Pusad Railway.

during the years 1930-31 and 1931-32—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	
Nil	Nil	19,213	Nil	141,641	Nil	Nil	141,641	3' 3½" GAUGE—contd. Eastern Bengal.
Nil	Nil	17,880	Nil	122,449	Nil	Nil	122,449	
Nil	Nil	5,196	Nil	51,796	221	Nil	51,884	Jodhpur.
Nil	Nil	4,506	Nil	44,734	193	Nil	44,811	
Nil	1	16,275	Nil	224,095	Nil	29	224,147	Madras and Southern Mahratta.
Nil	563	15,668	Nil	202,244	Nil	579	203,293	
25	Nil	3,597	Nil	68,584	181	Nil	68,656	Nizam's State.
23	Nil	3,094	Nil	58,589	168	Nil	58,656	
Nil	Nil	9,041	Nil	45,993	Nil	Nil	45,993	Rohilkund and Kumaon.
Nil	Nil	5,785	Nil	43,716	Nil	Nil	43,716	
Nil	576	(a)21,318	Nil	(a)198,634	553	603	(a)199,951	South Indian.
Nil	609	20,756	Nil	186,830	441	614	188,122	
12,837	877	(a)190,325	Nil	(a)1,603,492	35,081	632	(a)1,618,671	Total 3' 3½" Gauge.
11,666	1,172	167,854	Nil	1,431,796	29,415	1,193	1,445,726	
Nil	Nil	11,000	Nil	74,468	Nil	Nil	74,468	2' 6" AND 2' 0" GAUGES. Bengal Nagpur.
Nil	Nil	8,327	Nil	63,894	Nil	Nil	63,894	
Nil	Nil	282	Nil	7,136	191	Nil	7,214	Bombay, Baroda and Central India.
Nil	Nil	204	Nil	6,961	170	Nil	7,028	
Nil	Nil	2	Nil	1,381	Nil	Nil	1,381	Eastern Bengal.
Nil	Nil	3	Nil	1,313	Nil	Nil	1,313	
Nil	45	1,491	Nil	13,740	Nil	45	13,822	Great Indian Peninsula.
Nil	31	1,237	Nil	13,096	Nil	31	13,152	
Nil	Nil	†5,383	Nil	55,226	Nil	Nil	†55,580	North Western.
15	Nil	5,235	Nil	47,792	15	Nil	47,798	
Nil	Nil	9	Nil	2,454	23	Nil	2,464	South Indian.
Nil	Nil	6	Nil	2,530	2	1	2,532	
Nil	45	†18,167	Nil	154,405	214	45	†154,929	Total. 2' 6" & 2' 0" Gauges.
15	31	15,012	Nil	135,586	187	32	135,717	
17,833	14,080	(a)909,543	Nil	7,290,788	45,906	116,690	†(a)7,538,557	TOTAL CLASS I RAILWAYS.
17,003	11,285	804,836	Nil	6,410,490	39,793	75,819	6,564,234	

1 ton of coal.
1 ton of coal.

† Includes { Cinder .. 337
Hard coke .. 17
Total .. 354
Tons (in terms of coal).

(a) Revised figures.

7 (a).—Statement of Coal consumed on Class I Railways during the years 1930-31 and 1931-32
—contd.

Railway.	Year.	AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
5' 6" GAUGE.									
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	1930-31	Nil	2.99	Nil	Nil	Nil	5.92	Nil	Nil
	1931-32	Nil	3.36	Nil	Nil	Nil	5.84	Nil	Nil
Bombay, Baroda and Central India	1930-31	Nil	5.13	4.89	Nil	Nil	15.9	6.60	Nil
	1931-32	Nil	5.15	4.99	Nil	Nil	16.3	6.28	Nil
Eastern Bengal	1930-31	Nil	3.91	Nil	Nil	Nil	8.04	Nil	Nil
	1931-32	Nil	3.87	Nil	Nil	Nil	8.39	Nil	Nil
East Indian	1930-31	Nil	3.67	23.1	140.9	Nil	7.14	24.6	140.9
	1931-32	Nil	3.70	16.6	100.4	Nil	7.01	17.6	101.6
East Indian Peninsula	1930-31	Nil	4.06	7.62	39.4	Nil	11.7	7.62	39.4
	1931-32	Nil	4.27	4.25	39.8	Nil	12.4	4.25	39.8
Madras and Southern Mahratta	1930-31	Nil	6.81	Nil	167.5	Nil	15.5	Nil	167.5
	1931-32	Nil	5.27	Nil	†182.5	Nil	15.3	Nil	†182.5
Nizam's State	1930-31	Nil	5.76	6.00	Nil	Nil	7.18	6.67	Nil
	1931-32	Nil	5.79	6.00	Nil	Nil	7.09	6.81	Nil
North Western	1930-31	Nil	4.62	10.0	34.0	Nil	17.5	10.0	39.0
	1931-32	Nil	4.69	Nil	34.0	Nil	16.6	Nil	41.0
South Indian	1930-31	Nil	4.68	8.13	77.6	Nil	19.8	8.13	77.6
	1931-32	Nil	4.79	10.7	†57.3	Nil	18.3	10.7	†57.3
3' 3½" GAUGE.									
Assam Bengal	1930-31	Nil	8.96	Nil	Nil	Nil	13.2	Nil	Nil
	1931-32	Nil	9.29	Nil	Nil	Nil	13.5	Nil	Nil
Bengal and North Western	1930-31	Nil	4.43	Nil	Nil	Nil	10.5	Nil	Nil
	1931-32	Nil	4.36	Nil	Nil	Nil	10.4	Nil	Nil
Bombay, Baroda and Central India	1930-31	Nil	4.73	4.37	Nil	Nil	14.7	4.95	Nil
	1931-32	Nil	5.03	4.40	Nil	Nil	15.0	4.94	Nil
Burma	1930-31	Nil	4.91	4.11	Nil	Nil	18.7	5.26	Nil
	1931-32	Nil	4.84	4.02	Nil	Nil	18.1	6.89	Nil

† This rate represents the rate of oil fuel only. The rate of Furnace oil is 41.3.
‡ This rate represents the rate of oil fuel only. The rate of Kerosene oil is 214.5.

27 (a).—Statement of Coal consumed on Class I Railways during the years 1930-31 and 1931-32
—concl'd.

Railway.	Year.	AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
3' 3½" GAUGE—concl'd.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	1930-31	Nil	3.91	Nil	Nil	Nil	9.57	Nil	Nil
	1931-32	Nil	3.87	Nil	Nil	Nil	9.63	Nil	Nil
Jodhpur	1930-31	Nil	4.09	5.00	Nil	Nil	15.0	5.00	Nil
	1931-32	Nil	4.06	5.00	Nil	Nil	15.3	5.00	Nil
Madras and Southern Mahratta	1930-31	Nil	6.82	Nil	187.4	Nil	15.1	Nil	187.4
	1931-32	Nil	6.15	Nil	(a) 198.7	Nil	15.1	Nil	(a) 198.7
Nizam's State	1930-31	Nil	5.76	6.00	Nil	Nil	9.82	6.67	Nil
	1931-32	Nil	5.79	6.00	Nil	Nil	9.69	6.81	Nil
Rohilkhand and Kumaon	1930-31	Nil	4.47	Nil	Nil	Nil	12.1	Nil	Nil
	1931-32	Nil	4.44	Nil	Nil	Nil	12.1	Nil	Nil
South Indian	1930-31	Nil	4.66	8.13	65.6	Nil	19.6	8.13	65.6
	1931-32	Nil	4.79	10.7	(b) 57.3	Nil	18.2	10.7	(b) 57.3
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	1930-31	Nil	5.48	Nil	Nil	Nil	7.68	Nil	Nil
	1931-32	Nil	5.59	Nil	Nil	Nil	7.67	Nil	Nil
Bombay, Baroda and Central India	1930-31	Nil	4.98	4.89	Nil	Nil	16.0	5.16	Nil
	1931-32	Nil	5.15	4.29	Nil	Nil	16.6	4.40	Nil
Eastern Bengal	1930-31	Nil	3.91	Nil	Nil	Nil	8.01	Nil	Nil
	1931-32	Nil	3.87	Nil	Nil	Nil	5.59	Nil	Nil
Great Indian Peninsula	1930-31	Nil	3.83	Nil	39.4	Nil	12.5	Nil	39.4
	† 1931-32	Nil	3.68	Nil	40.2	Nil	13.7	Nil	40.2
North Western	1930-31	Nil	4.62	Nil	Nil	Nil	19.0	Nil	Nil
	1931-32	Nil	4.69	Nil	Nil	Nil	16.6	Nil	Nil
South Indian	1930-31	Nil	4.70	8.13	207.0	Nil	19.0	8.13	207.0
	1931-32	Nil	4.79	10.8	(c) 222.6	Nil	17.5	10.8	(c) 222.6

† Includes figures for Darwha Pused Railway.

(a) This rate represents the rate of oil fuel only.

(b) This rate represents the rate of oil fuel only.

(c) This rate represents the rate of Kerosene oil.

The rate of furnace oil which is also included in this figure is 40.6.

The rate of Kerosene oil which is also included in this figure is 214.5.

27 (b).—Statement of Coal† Consumption on Class I Railways for the years 1930-31 and 1931-32.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Departmental.	Total tons used on all Locomotive services.	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.		Water pumping Stations.	Electric Generating Stations.	Miscellaneous purposes.	Total (columns 11+12+13).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5' 6" GAUGE.													
Bengal-Nagpur . . .	1930-31	218,119	215.5	396,491	159.8	75,956	53.1	23,940	714,653	29,608	32,406	61,535	123,549
	1931-32	200,444	208.4	352,026	157.0	67,693	53.5	24,623	644,892	29,466	31,233	46,936	107,635
Bombay, Baroda and Central India.	1930-31	151,533	189.5	98,396	105.2	33,987	72.0	11,194	295,615	9,359	1,608	33	11,605
	1931-32	129,645	175.6	85,569	108.5	31,216	67.3	7,134	252,564	7,575	3,165	11,657	22,397
Eastern Bengal . . .	1930-31	143,114	180.6	62,725	116.1	31,864	45.9	7,751	247,079	5,333	13,227	15,146	33,706
	1931-32	132,762	172.4	49,602	110.3	27,540	45.4	6,929	217,264	4,864	12,472	12,456	29,592
East Indian . . .	1930-31	502,052	161.6	659,132	109.8	173,844	61.9	40,172	1,330,322	67,135	64,570	91,276	213,031
	1931-32	454,242	153.5	553,594	102.4	164,174	64.1	35,735	1,211,533	53,600	63,073	70,325	186,998
Great Indian Peninsula . .	1930-31	364,264	174.2	386,604	164.2	98,099	87.0	39,701	891,666	37,068	46,691	34,837	117,646
	1931-32	294,595	160.0	320,130	156.3	73,318	79.4	27,024	718,813	31,084	56,115	23,066	110,265
Madras and Southern Mahratta.	1930-31	126,543	165.9	92,343	127.0	19,768	52.0	9,176	250,660	4,106	NH	11,183	16,289
	1931-32	122,453	168.1	89,398	127.0	17,380	50.6	6,284	233,599	3,001	1,154	8,333	12,488
Nizam's State . . .	1930-31	38,833	212.6	40,904	164.9	7,307	73.7	3,932	91,076	2,618	NH	5,179	7,797
	1931-32	38,373	186.2	37,062	159.8	6,702	73.0	3,323	85,966	2,420	NH	4,568	6,988
North Western . . .	1930-31	498,222	160.2	396,600	134.2	140,093	81.6	43,730	1,084,612	35,932	16,749	122,622	175,353
	1931-32	428,249	152.6	302,215	123.8	118,093	77.3	33,070	891,973	29,698	17,599	96,603	143,810
South Indian . . .	1930-31	64,912	172.3	28,662	145.7	7,324	53.9	7,420	103,318	1,260	47	(a)1,263	(a)2,575
	1931-32	62,293	165.3	25,013	133.7	6,024	50.4	4,893	98,223	1,292	173	332	1,797
Total 5' 6" Gauge . . .	1930-31	2,107,648	172.2	2,162,357	131.6	585,242	66.1	187,116	5,064,506	133,019	174,298	(a)343,134	(a)700,451
	1931-32	1,863,053	163.5	1,814,609	125.3	512,050	64.6	149,515	4,360,821	162,710	194,984	274,276	621,970
3' 3½" GAUGE.													
Assam Bengal . . .	1930-31	75,904	174.1	12,063	164.0	14,365	49.0	4,628	107,740	2,072	6,282	9,797	19,751
	1931-32	66,572	176.6	14,608	162.3	13,645	48.1	5,322	100,945	2,942	6,290	6,623	15,855
Bengal and North-Western .	1930-31	120,968	205.4	50,742	154.0	12,897	23.7	7,999	194,087	9,699	4,213	42,450	56,362
	1931-32	111,300	189.7	48,719	139.6	11,745	21.9	9,585	184,709	9,739	4,204	36,253	50,196
Bombay, Baroda and Central India.	1930-31	126,771	199.2	87,475	142.0	21,302	41.3	8,334	245,276	10,706	4,651	6,323	21,679
	1931-32	119,166	197.6	70,133	134.8	18,525	40.4	6,933	215,313	9,157	3,837	6,203	19,197
Burma . . .	1930-31	111,655	193.7	75,590	147.3	22,339	23.6	12,927	223,011	10,674	NH	8,419	19,093
	1931-32	97,741	181.7	66,895	139.6	20,316	34.0	8,545	183,497	8,043	NH	6,924	14,967

† Includes fuel used on steam coaches, internal combustion coaches and locomotives employed on miscellaneous services.

‡ Coal includes oil fuel and firewood @ 0.55 ton of oil fuel = 1 ton of coal and 2½ tons of wood = 1 ton of coal.

(a) Revised figures.

27 (b).—Statement of Coal† Consumption on Class I Railways for the years 1930-31 and 1931-32
—concl'd.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods, and proportion of Mixed.	Shunting including siding all services.		Departmental.	†	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.		Total tons used on all Locomotive services.	Water pumping Stations.	Electric generating Stations.	Miscellaneous purposes.	Total (columns 11+12+13+14).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3' 3½" GAUGE—concl'd.													
Eastern Bengal	1930-31	63,372	191.0	35,576	144.1	16,899	43.5	6,280	122,428	4,139	1	15,073	19,213
	1931-32	55,988	190.3	26,487	136.0	12,248	43.3	7,056	104,619	3,351	Nil	14,479	17,830
Jodhpur	1930-31	29,839	165.5	10,178	155.7	3,919	32.7	2,508	46,688	1,931	Nil	3,265	6,196
	1931-32	28,272	168.4	7,501	157.3	2,760	23.8	1,696	40,305	1,493	Nil	3,013	4,506
Madras and Maharashtra. Southern	1930-31	95,299	189.5	37,572	190.1	17,209	40.6	5,071	207,872	4,979	Nil	11,296	16,275
	1931-32	91,415	182.3	75,749	182.8	14,616	37.0	4,056	187,625	4,353	1,022	10,293	15,668
Nizam's State	1930-31	36,375	330.4	21,975	208.8	3,190	62.9	3,255	65,059	2,911	Nil	636	3,597
	1931-32	31,479	306.3	17,004	188.6	3,682	75.3	3,244	55,562	2,348	Nil	746	3,094
Rohilkhand and Kumaon	1930-31	25,108	192.8	6,023	142.5	2,985	31.3	2,843	36,952	2,246	1,433	5,362	9,041
	1931-32	27,482	220.9	5,070	157.8	2,923	37.6	2,456	37,931	2,058	1,465	2,262	5,785
South Indian	1930-31	113,227	185.7	43,971	126.3	8,616	31.9	12,819	178,633	3,187	(a) 14,215	(a) 3,916	(a) 21,318
	1931-32	114,699	190.2	35,176	123.4	7,923	34.1	9,568	167,366	3,294	14,323	3,189	20,766
Total 3' 3½" Gauge	1930-31	798,518	197.4	429,165	154.9	124,221	35.6	67,164	1,427,746	53,543	(a) 30,795	(a) 106,537	(a) 190,925
	1931-32	744,114	192.3	357,342	148.5	108,383	35.9	58,461	1,277,872	46,778	31,141	89,935	167,854
2' 6" AND 2' 0" GAUGES.													
Bengal-Nagpur	1930-31	40,447	332.4	19,829	344.9	Nil		2,181	63,468	5,776	Nil	5,224	11,000
	1931-32	37,066	370.6	16,824	356.4	Nil		1,438	55,567	5,459	333	2,535	8,327
Bombay, Baroda and Central India.	1930-31	6,691	391.0	63	394.3	Nil		Nil	6,932	282	Nil	Nil	282
	1931-32	6,487	382.5	177	444.1	Nil		Nil	6,824	92	Nil	112	204
Eastern Bengal	1930-31	1,307	485.1	Nil	570.2	Nil		71	1,379	Nil	Nil	2	2
	1931-32	1,271	507.1	Nil	568.3	Nil		39	1,310	Nil	Nil	3	3
Great Indian Peninsula	1930-31	10,376	471.1	10	333.6	833		512	12,331	1,472	Nil	19	1,491
	1931-32	10,668	490.5	66	427.3	644		537	11,915	1,160	Nil	77	1,237
North-Western	1930-31	20,722	449.5	23,280	613.8	4,670		1,248	50,197	2,390	Nil	2,993	5,383
	1931-32	21,080	458.7	15,994	488.5	4,066		816	42,563	1,761	Nil	3,474	5,235
South Indian	1930-31	2,451	270.8	Nil	222.9	Nil		4	2,455	Nil	Nil	9	9
	1931-32	2,622	285.6	Nil	234.8	Nil		4	2,526	Nil	Nil	6	6
Total 2' 6" & 2' 0" Gauges	1930-31	82,594	403.5	43,182	442.8	5,503		4,016	136,762	9,920	Nil	3,247	18,167
	1931-32	79,094	402.1	33,061	412.7	4,730		2,834	120,705	8,472	333	6,207	15,012
TOTAL CLASS I RAILWAYS	1930-31	2,988,760	*	2,634,704	*	717,966	*	258,296	6,629,014	246,482	(a) 205,093	(a) 457,968	909,543
	1931-32	2,686,261	*	2,205,012	*	625,183	*	210,810	5,759,398	217,960	216,458	370,418	804,836

* Information not available.

† Including fuel used on steam coaches, internal combustion coaches and locomotives employed on miscellaneous services.

‡ Coal includes oil fuel and firewood, at 0.55 ton of oil fuel = 1 ton of coal and 2½ tons of wood = 1 ton of coal.

(a) Revised figures.

28.—Statement of Efficiency of Class 1 Railways for the years 1930-31 and 1931-32.

Railway.	Year.	GOODS AND PROPORTION OF MIXED.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles.	
		* per shunting engine hour.	† per engine hour.		(a) per engine hour.	(b) per train engine hour.
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal Nagpur	1930-31	423	162	1,585	3,657	8,606
	1931-32	440	173	1,645	3,875	9,193
Bombay, Baroda and Central India	1930-31	626	227	1,761	4,618	8,699
	1931-32	653	234	1,813	4,692	9,308
Eastern Bengal	1930-31	294	140	1,047	2,848	7,694
	1931-32	297	144	1,051	2,962	7,823
East Indian	1930-31	722	215	2,007	4,604	9,521
	1931-32	735	229	2,190	5,008	10,536
Great Indian Peninsula	1930-31	643	210	1,673	4,331	8,509
	1931-32	688	221	1,773	4,555	9,150
Madras and Southern Mahratta	1930-31	540	196	1,454	4,043	8,382
	1931-32	576	211	1,600	4,359	8,836
Nizam's State	1930-31	541	154	1,335	3,360	6,123
	1931-32	587	167	1,552	3,891	7,173
North Western	1930-31	685	213	1,712	4,470	8,293
	1931-32	721	228	1,818	4,716	8,607
South Indian	1930-31	322	101	710	2,194	5,677
	1931-32	346	115	835	2,482	6,125
Average for 5' 6" gauge	1930-31	595	197	1,678	4,122	8,540
	1931-32	616	210	1,823	4,472	9,324
3' 3½" GAUGE.						
Assam Bengal	1930-31	368	145	653	1,833	3,132
	1931-32	377	146	636	1,804	3,221
Bengal and North Western	1930-31	342	141	715	1,644	3,466
	1931-32	367	148	775	1,809	3,581
Bombay, Baroda and Central India	1930-31	754	221	1,036	2,505	4,227
	1931-32	729	221	1,102	2,533	4,469
Burma	1930-31	526	152	924	2,267	4,087
	1931-32	638	178	1,075	2,568	4,403
Eastern Bengal	1930-31	362	163	669	1,854	4,239
	1931-32	468	180	730	2,221	4,535
Jodhpur	1930-31	636	192	748	2,028	3,826
	1931-32	559	177	764	1,979	3,731
Madras and Southern Mahratta	1930-31	612	154	707	2,007	2,915
	1931-32	600	161	777	2,163	3,128
Nizam's State	1930-31	740	167	937	2,439	3,929
	1931-32	706	172	997	2,556	4,368
Rohilkund and Kumaon	1930-31	377	117	603	1,621	2,934
	1931-32	383	118	662	1,679	2,820
South Indian	1930-31	470	121	493	1,482	3,362
	1931-32	506	139	578	1,705	3,667
Average for 3' 3½" gauge	1930-31	499	158	763	1,979	3,614
	1931-32	523	166	830	2,120	3,790
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	1930-31	194	96	253	879	1,673
	1931-32	284	112	286	1,008	1,546
Bombay, Baroda and Central India	1930-31	290	35	74	630	970
	1931-32	295	31	71	576	933
Eastern Bengal	1930-31	963	25	21	199	336
	1931-32	863	39	37	233	338
Great Indian Peninsula	1930-31	450	129	337	1,194	1,456
	1931-32	483	109	296	1,092	1,155
North Western	1930-31	378	65	154	709	735
	1931-32	438	73	162	781	785
South Indian	1930-31	418	120	254	896	1,169
	1931-32	661	113	229	840	1,109

(a) Including weight of engine and departmental.

(b) Excluding weight of engine and departmental.

* Excluding departmental.

† Including departmental.

‡ Includes figures for Darwaha Pusad Railways.

**29.—STATEMENT OF PRINCIPAL COMMODITIES
CARRIED BY CLASS I RAILWAYS AND THE
EARNINGS THEREFROM FOR 1931-32 (IN
HUNDREDS).**

29.—Statement of Principal Commodities carried by Class 1

Railway.	I.—Fuel.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and home line constructions.			(3) Total.			Originat- ing on Home line whether local or Foreign.	Total.	Earnings.
	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.			
	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur . . .	4,333.3	4,912.3	98,53.2	894.1	996.9	41,52.9	5,227.4	5,909.2	1,40,06.1	5	1.3	20.2
Bombay, Baroda and Central India.	1.2	338.9	17,65.0	Nil	16.9	2,76.1	1.2	355.8	20,41.1	14.2	14.2	2,75.0
Eastern Bengal . . .	9.3	1,199.6	25,69.7	1.8	55.2	2,23.7	11.1	1,254.8	27,93.4	18.1	18.2	78.2
East Indian . . .	7,921.6	8,560.5	3,37,95.5	2,102.5	2,434.9	1,40,44.7	10,024.1	10,995.4	4,77,50.2	8	11.5	2,45.8
Great Indian Peninsula	635.9	1,100.0	43,32.5	Nil	212.2	9,59.7	635.9	1,312.2	52,92.2	21.2	22.2	3,20.7
Madras and Southern Maharatta.	18.3	183.1	11,03.3	Nil	126.2	9,37.9	18.3	303.3	20,41.2	9.7	9.8	1,97.7
Nizam's State.	307.0	308.8	14,66.0	222.4	222.4	8,07.3	529.4	531.2	22,73.3	Nil	4	12.5
North Western . . .	57.6	948.1	26,60.1	3.9	3.9	2.0	61.5	952.0	26,62.1	40.3	40.9	8,54.3
South Indian . . .	Nil	17.9	2,24.8	1	1	39.2	1	18.0	2,64.0	2.8	5.0	2,61.1
Total . . .	13,284.2	17,569.2		3,224.8	4,062.7		16,509.0	21,631.9		107.6	123.5	*
3' 3½" GAUGE.												
Assam Bengal . . .	30.7	144.1	4,53.5	5.2	9.5	21.8	35.9	153.6	4,75.3	5.7	7.9	43.6
Bengal and North West- ern.	5.4	331.4	9,37.6	7	1.0	9	6.1	332.4	9,38.5	Nil	Nil	Nil
Bombay, Baroda and Central India.	7	132.6	*	Nil	86.9	*	7	219.6	*	1	5.3	*
Burma . . .	60.3	60.3	6,82.5	7	7	3.7	61.0	61.0	6,86.2	13.5	13.5	2,25.3
Eastern Bengal . . .	5	258.9	*	3.2	34.5	*	3.7	293.4	*	1	2.2	*
Jodhpur . . .	3	9.3	14.8	Nil	Nil	Nil	3	9.3	14.8	1	1.7	27.4
Madras and Southern Maharatta.	14.0	30.9	*	16.9	40.4	*	30.9	71.3	*	1.2	5.3	*
Nizam's State.	1	49.9	*	Nil	2	*	1	50.1	*	Nil	7	*
Rohilkund and Kumaon	1	19.9	15.4	Nil	Nil	Nil	1	19.9	15.4	Nil	Nil	Nil
South Indian . . .	47.1	52.2	*	Nil	Nil	Nil	47.1	52.2	*	16.6	16.7	*
Total . . .	159.2	1,089.5		26.7	173.2		185.9	1,262.7		37.8	153.3	
2' 6" AND 2' 0" GAUGES.												
Bengal Nagpur . . .	48.8	75.4	*	9	10	*	49.7	76.4	*	Nil	3	*
Bombay, Baroda and Central India.	1	4.7	*	Nil	Nil	Nil	1	4.7	*	Nil	2	*
Eastern Bengal . . .	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Great Indian Peninsula	1	14.5	*	Nil	Nil	Nil	1	14.5	*	2	2	*
North Western . . .	23.3	37.9	*	Nil	Nil	Nil	23.3	37.9	*	2	1.2	*
South Indian . . .	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	*
Total . . .	72.3	132.5		9	10		73.2	133.5		4	12.0	
Total, 1931-32 . . .	13,515.7	18,791.2	5,97,83.9	3,252.4	4,236.9	2,14,69.9	16,768.1	23,028.1	8,12,53.8	145.3	178.8	25,61.8
Total, 1930-31 . . .	14,122.3	19,788.0	6,19,44.7	4,107.9	5,309.2	2,62,58.5	18,230.2	25,097.2	8,82,03.2	139.7	172.0	25,09.7
Increase . . .	..	..	..	..	..	..	..	..	..	5.6	6.8	52.1
Decrease . . .	606.6	996.8	21,60.8	855.5	1,072.3	47,88.6	1,462.1	2,069.1	69,49.4	..	..	..

*Shown under
†In these totals consignments passing over two or more
‡Included under "Other Commodities"

Railways and the earnings therefrom for the year 1931-32. (In hundreds.)

Fuel—contd.			II.—Heavy Merchandise.						
(5) Firewood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.			Railway.
Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	
14	15	16	17	18	19	20	21	22	23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
141,5	148,4	4,47,6	74,1	76,7	4,65,8	398,2	418,3	40,13,4	Bengal Nagpur.
88,3	127,9	4,61,2	7,1	8,3	49,2	70,4	80,4	15,17,4	Bombay, Baroda and Central India.
8,9	36,2	46,9	67,3	98,6	5,10,2	113,5	186,6	10,83,6	Eastern Bengal.
67,6	85,6	2,16,1	85,3	94,4	3,34,2	357,6	458,2	34,54,0	East Indian.
124,3	140,6	3,70,9	5,8	7,6	45,5	89,0	204,2	17,11,6	Great Indian Peninsula.
85,5	101,7	6,61,4	30,5	52,8	4,47,1	219,4	259,6	43,08,6	Madras and Southern Mahratta.
46,8	46,8	1,60,4	†	†	†	46,7	78,6	10,01,0	Nizam's State.
366,5	367,1	11,00,3	33,1	33,6	1,95,5	223,4	250,6	27,26,9	North Western.
24,1	31,0	3,09,7	8,4	60,7	7,86,8	25,6	105,3	18,85,6	South Indian.
953,5	†1,085,3		311,6	†432,7		1,543,8	†2,041,8		Total.
1,0	1,0	43,9	55,8	57,4	3,69,0	103,7	121,4	11,20,2	3' 3½" GAUGE.
49,4	50,0	1,26,8	37,1	57,0	2,93,0	153,9	332,7	16,27,9	Assam Bengal.
53,9	62,8	*	1	1,0	*	1,5	65,8	*	Bengal and North Western.
87,9	87,9	2,72,3	553,2	553,2	25,86,6	867,9	867,9	62,55,3	Bombay, Baroda and Central India.
1,4	1,5	*	49,0	52,9	*	45,6	83,0	*	Burma.
5,7	6,5	18,7	3	3	1,6	2,2	13,6	1,56,2	Eastern Bengal.
76,3	76,8	*	34,8	37,9	*	106,2	177,8	*	Jodhpur.
7,8	7,9	*	†	†	†	18,8	25,8	*	Madras and Southern Mahratta.
152,1	152,1	3,09,6	13,5	13,5	71,2	5,7	7,5	33,5	Nizam's State.
55,5	55,8	*	100,6	105,4	*	154,5	171,7	*	Rohilkund and Kumaon.
491,0	†502,3		844,2	†878,6		1,455,0	†1,867,2		South Indian.
									Total.
38,0	38,1	*	4,6	4,9	*	25,0	36,1	*	2' 6" AND 2' 0" GAUGES.
19,4	20,0	*	6	7	*	7	6,8	*	Bengal Nagpur.
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Bombay, Baroda and Central India.
Nil	Nil	Nil	Nil	Nil	Nil	3	9,4	*	Eastern Bengal.
7	7,1	*	5	5	*	25,0	30,3	*	Great Indian Peninsula.
6,6	6,6	*	3	3	*	2	3,0	*	North Western.
64,7	†71,8		60	†6,4		51,2	†85,6		South Indian.
1,509,2	†1,659,4	45,05,2	1,161,8	†1,317,7	61,55,7	3,050,0	†3,994,6	3,08,95,2	Total.
1,659,6	†1,822,8	49,82,7	1,251,5	†1,431,5	65,79,6	2,918,4	†3,767,6	3,00,64,7	Total, 1931-32.
..	..	..	..	..	..	131,6	227,0	8,30,5	Total, 1930-31.
150,4	163,4	4,77,5	89,7	113,8	4,23,9	..	..	..	Increase.
									Decrease.

5' 6" gauge.

gauges or railways are considered as two or more separate consignments, being below the "prescribed minima."

29.—Statement of Principal Commodities carried by Class I

II.—Heavy mer

Railway.	(3) Gram and pulse.			(4) Wheat.			(5) Jowar and Bajra.		
	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	25	26	27	28	29	30	31	32	33
24	25	26	27	28	29	30	31	32	33
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	82.1	113.2	13,36.5	47.9	55.7	6,76.2	5	7	7.6
Bombay, Baroda and Central India	49.8	105.8	23,79.5	33.0	66.1	24,09.7	20.5	63.8	9,86.2
Eastern Bengal	28.0	38.3	4,94.8	Nil	Nil	Nil	Nil	Nil	Nil
East Indian	324.1	427.1	36,59.6	174.9	359.8	37,37.8	14.6	26.9	1,46.7
Great Indian Peninsula	319.6	439.2	59,26.5	129.3	197.7	21,68.1	194.3	222.3	23,57.4
Madras and Southern Mahratta . .	29.1	112.8	18,46.4	5.4	16.6	5,21.6	3.7	17.6	4,66.6
Nizam's State	40.7	105.6	12,68.2	5	18.5	2,47.3	29.4	46.2	4,77.3
North Western	302.8	351.2	37,04.9	1,109.6	1,118.4	1,05,13.4	47.2	54.6	4,86.1
South Indian	36.0	63.2	14,97.0	3.0	6.2	1,15.1	7.3	11.8	97.6
Total	1,212.2	1,756.4		1,503.6	1,839.0		317.5	433.9	
3' 3½" GAUGE.									
Assam Bengal	7.6	22.9	1,92.1	1.5	5.7	48.1	Nil	Nil	Nil
Bengal and North Western . . .	109.9	140.1	8,74.0	62.7	87.1	6,48.4	Nil	Nil	Nil
Bombay, Baroda and Central India	84.5	136.6	*	66.4	143.4	*	35.4	57.1	*
Burma	64.9	64.9	8,23.7	8.4	8.4	1,23.8	6	6	7.0
Eastern Bengal	15.4	55.3	*	Nil	Nil	Nil	Nil	Nil	Nil
Jodhpur	2.9	39.2	2,91.0	7.5	43.2	2,62.1	1.9	21.7	2,93.5
Madras and Southern Mahratta . .	23.2	105.8	*	21.0	37.6	*	26.1	41.3	*
Nizam's State	25.1	55.9	*	3.7	11.6	*	13.0	14.8	*
Rohilkund and Kumaon	26.3	28.9	1,32.8	32.8	34.8	1,35.2	2.3	2.8	10.6
South Indian	150.9	165.4	*	8.3	10.0	*	1.8	2.8	*
Total	509.8	1,815.0		212.3	1,381.8		81.1	151.1	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	15.2	21.7	*	11.2	14.5	*	6	7	*
Bombay, Baroda and Central India	1.6	2.5	*	1.5	3.3	*	1.2	3.7	*
Eastern Bengal	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Great Indian Peninsula	6.6	10.7	*	2	5.5	*	1.4	2.0	*
North Western	15.3	20.8	*	2.7	18.6	*	3.2	4.0	*
South Indian	2.8	4.2	*	1	1	*	2.3	2.3	*
Total	41.5	159.9		15.7	42.0		8.7	12.7	
Total, 1931-32	1,763.5	12,631.3	2,44,27.0	1,731.6	12,262.8	2,16,06.8	407.3	1,597.7	53,36.6
Total, 1930-31	1,662.8	12,420.2	2,20,50.5	1,958.8	12,581.7	2,09,01.1	408.0	1,634.2	53,75.8
Increase	100.7	211.1	23,76.5	..	..	..	..	..	..
Decrease	..	..	..	227.2	318.9	52,94.3	7	36.5	39.2

* Shown under

† Included under "Other Commodities" being below

‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1931-32. (In hundreds)—contd.

Merchandise—contd.

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	
34.	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
1.5	2.6	22.7	45.2	52.6	1,39.5	91.3	140.8	16,42.9	Bengal Nagpur.
15.1	43.3	10,87.6	213.0	229.6	14,50.5	205.0	233.3	45,29.5	Bombay, Baroda and Central India.
10.6	20.9	2,20.7	1.2	40.6	93.9	81.0	92.3	9,66.0	Eastern Bengal.
46.5	75.4	5,61.1	382.3	450.0	11,02.0	218.1	309.6	22,39.1	East Indian.
39.9	53.7	5,32.3	178.7	278.3	11,39.1	129.9	270.8	32,05.3	Great Indian Peninsula.
16.6	55.8	8,80.0	37.2	39.9	4,34.1	52.0	62.6	12,20.6	Madras and Southern Mahratta.
†	†	†	80.8	81.1	3,12.2	3	36.9	5,61.3	Nizam's State.
124.3	150.1	13,75.2	497.2	511.4	9,65.4	174.0	195.6	18,43.3	North Western.
4.7	9.5	1,03.4	1.1	2.7	3,68.6	9.4	50.7	10,17.5	South Indian.
259.2	†411.1		1,436.7	†1,686.2		961.0	†1,392.6		Total.
3	3	2.7	69.8	70.0	2,74.5	36.8	40.1	2,98.6	3' 3½" GAUGE.
104.9	128.5	7,67.6	5.1	8.2	36.6	3.7	167.3	9,41.7	Assam Bengal.
43.4	67.3	*	160.2	225.0	*	216.2	297.4	*	Bengal and North Western.
6.8	6.8	56.0	263.1	263.1	4,00.0	32.6	32.6	4,85.5	Bombay, Baroda and Central India.
4.7	23.0	*	1.2	3.9	*	3.9	68.6	*	Burma.
2.2	39.9	3,40.3	127.3	134.4	3,06.6	35.8	36.7	1,66.4	Eastern Bengal.
30.7	42.1	*	48.9	55.6	*	11.6	81.5	*	Jodhpur.
†	†	†	5	9.1	*	4	23.8	*	Madras and Southern Mahratta.
25.7	26.0	87.6	3.5	6.4	11.7	5	27.5	1,67.6	Nizam's State.
2.4	4.8	*	159.9	161.2	*	120.2	121.2	*	Rohilkund and Kumaon.
221.1	†338.7		839.5	†936.9		461.7	†896.7		South Indian.
									Total.
4	5	*	5.0	6.4	*	3.4	24.1	*	2' 6" AND 2' 0" GAUGES.
8	2.1	*	5	6.2	*	Nil	2.8	*	Bengal Nagpur.
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Bombay, Baroda and Central India.
2	9	*	2	2.6	*	2	3.4	*	Eastern Bengal.
1.8	4.5	*	3.8	4.1	*	5	3.4	*	Great Indian Peninsula.
2.5	2.6	*	Nil	Nil	Nil	Nil	3.3	*	North Western.
5.7	†10.6		9.5	†19.3		4.1	†37.0		South Indian.
486.0	†760.4	60,45.6	2,285.7	†2,642.4	70,39.7	1,426.8	†2,326.3	†92,85.3	Total.
576.4	†858.4	67,74.0	3,287.8	†3,706.7	89,05.1	1,424.0	†2,295.4	†1,85,08.0	Total, 1931-32.
..	..	..	..	..	..	2.8	30.9	†7,77.3	Total, 1930-31.
96.4	98.0	7,28.4	1,002.1	1,064.3	27,65.4	..	..	..	Increase.
									Decrease.

5' 6" gauge.

the "prescribed minima".

gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

II.—Heavy mer.

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.
	45	46	47	48	49	50	51	52	53
44									
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	23.5	27.9	4,50.3	58.2	64.6	3,96.0	1,751.3	1,803.2	34,69.7
Bombay, Baroda and Central India	18.6	53.9	22,24.0	70.6	149.1	9,70.8	1	29.4	1,80.9
Eastern Bengal	28.6	31.7	4,52.2	12.4	22.6	1,65.2	Nil	Nil	Nil
East Indian	86.9	140.5	15,82.5	114.0	187.4	7,60.4	4	5.0	44.3
Great Indian Peninsula	93.0	121.8	19,27.7	106.4	129.0	6,33.3	4.1	23.9	2,79.0
Madras and Southern Mahratta	23.6	27.1	5,54.3	16.6	47.3	6,82.4	Nil	2.5	9,10.4
Nizam's State	4	7.3	1,44.4	16.6	18.2	2,19.2	†	†	†
North Western	142.8	192.7	53,25.4	218.1	256.6	9,65.7	1	5.2	75.8
South Indian	4.6	11.6	3,59.9	43.0	47.7	6,76.1	1	1	3.8
Total	422.0	1,614.5		655.9	1,922.5		1,756.1	1,869.3	
3' 3½" GAUGE.									
Assam Bengal	2.9	8.5	74.9	9.9	10.6	58.7	Nil	Nil	Nil
Bengal and North-Western	144.8	147.0	15,37.7	56.8	61.0	3,47.9	Nil	Nil	Nil
Bombay, Baroda and Central India	9.7	132.5	*	4.7	79.2	*	6	7	*
Burma	5.8	5.8	90.9	151.5	151.5	8,13.2	191.2	191.2	8,43.4
Eastern Bengal	1.8	21.9	*	9.9	15.3	*	Nil	Nil	Nil
Jodhpur	3	9.6	78.5	8	4.9	27.9	Nil	Nil	1
Madras and Southern Mahratta	2.0	25.8	*	34.0	53.1	*	145.1	160.7	*
Nizam's State	4	6.9	*	2.8	8.8	*	†	†	†
Rohilkund and Kumaon	46.2	52.3	2,59.1	81.1	81.3	3,00.3	Nil	Nil	Nil
South Indian	32.2	34.6	*	38.1	46.5	*	2	2	*
Total	246.1	1,444.9		389.6	1,512.2		247.1	1,262.6	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	1.3	6.1	*	21.2	22.2	*	51.7	51.7	*
Bombay, Baroda and Central India	5	2.2	*	37.3	39.5	*	29.3	29.3	*
Eastern Bengal	Nil	Nil	Nil	Nil	1	*	Nil	Nil	Nil
Great Indian Peninsula	3	3.4	*	8	2.2	*	Nil	Nil	Nil
North Western	2	8.7	*	9	2.6	*	4.9	4.9	*
South Indian	Nil	2	*	1	3	*	Nil	Nil	Nil
Total	2.3	120.6		60.3	166.9		86.9	186.9	
Total, 1931-32	670.4	1,080.0	1,50,61.8	1,105.8	1,501.6	70,17.1	2,089.1	12,218.0	58,974
Total, 1930-31	777.0	1,268.0	2,03,07.8	1,206.1	1,594.9	74,76.3	2,560.5	12,865.5	92,63.9
Increase	..	..	..	..	..	..	..	..	..
Decrease	106.6	188.0	52,46.0	100.3	93.3	4,59.2	471.4	647.5	34,61.5

* Shown under

† Included under "Other Commodities" being

‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1931-32. (In hundreds)—contd.

chandise—contd.

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.*	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" Gauge.
97.1	132.9	15,96.7	6	10.0	3,41.5	3.8	3.8	1,25.0	Bengal Nagpur.
99.0	169.9	27,68.8	95.5	170.1	54,05.9	7.9	8.8	3,07.3	Bombay, Baroda and Central India.
7.7	17.0	2,41.9	1	4	2.4	18.6	21.8	3,23.9	Eastern Bengal.
210.8	394.1	37,46.6	10.5	34.2	7,15.8	Nil	10.8	5,23.2	East Indian.
320.6	600.0	82,40.8	112.1	182.8	65,14.1	23.7	24.2	6,97.6	Great Indian Peninsula.
188.5	407.2	89,54.5	18.7	28.5	12,10.1	20.6	20.6	7,78.8	Madras and Southern Mahratta.
93.1	110.1	19,63.2	2.4	7.9	5,15.3	Nil	3.5	88.3	Nizam's State.
314.4	356.0	40,68.4	155.2	174.5	75,57.5	32.5	32.5	18,60.7	North Western.
25.6	67.3	20,32.9	11.5	13.8	3,39.3	4.2	9.0	6,41.4	South Indian.
1,356.8	2,254.5		406.6	622.2		111.3	135.0		Total.
7' 3 1/2" Gauge.									3' 3 1/2" Gauge.
7.6	9.4	83.0	6	6	4.3	41.6	41.9	8,25.8	Assam Bengal.
176.2	180.1	10,69.8	Nil	Nil	Nil	1.3	7.3	1,99.2	Bengal and North Western.
97.4	167.4	*	63.7	84.5	*	1.1	3.1	*	Bombay, Baroda and Central India.
22.6	22.6	2,04.9	Nil	Nil	Nil	3.6	3.6	2,28.5	Burma.
25.2	35.2	*	Nil	Nil	Nil	1	9.2	*	Eastern Bengal.
12.2	20.6	1,45.1	8.1	15.6	3,29.6	Nil	1.9	78.8	Jodhpur.
304.9	355.6	*	34.3	46.6	*	7.2	7.2	*	Madras and Southern Mahratta.
147.7	148.4	*	24.0	24.5	*	Nil	Nil	Nil	Nizam's State.
18.3	18.7	96.2	3	1.3	5.9	Nil	1.2	18.0	Rohilkhand and Kumaon.
147.8	200.1	*	19.3	24.8	*	18.0	18.0	*	South Indian.
960.1	1,188.1		150.3	197.9		72.9	193.4		Total.
2' 6" and 2' 0" Gauge.									2' 6" and 2' 0" Gauge.
18.0	18.7	*	6	7	*	Nil	7	*	Bengal Nagpur.
16.0	18.9	*	11.7	11.8	*	Nil	Nil	Nil	Bombay, Baroda and Central India.
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Eastern Bengal.
14.1	14.8	*	21.1	23.1	*	Nil	Nil	Nil	Great Indian Peninsula.
2.2	3.1	*	Nil	Nil	Nil	Nil	1	*	North Western.
4.3	5.0	*	Nil	Nil	Nil	Nil	Nil	Nil	South Indian.
54.6	160.5		33.4	135.6		Nil	18		Total.
2,371.5	13,503.1	3,52,12.8	590.3	1,855.7	2,29,41.7	184.2	1,229.2	66,96.5	Total, 1931-32.
2,760.1	14,188.9	4,00,75.4	963.9	1,366.8	3,81,59.5	158.5	1,202.7	52,55.3	Total, 1930-31.
..	..	..	..	..	..	25.7	26.5	14,41.2	Increase.
388.6	685.8	48,62.6	373.6	511.1	1,52,17.8	..	..	..	Decrease.

5' 6" gauge.

below the "prescribed minima."

gauges or railways are considered as two or more separate consignments.

H59CPAc ts.

29.—Statement of Principal Commodities carried by Class I

Railway.	II. Heavy Merchandise— <i>conold.</i>								
	(15) Kerosine oil (in bulk).			(16) Molasses (in bulk).			(17) Total heavy merchandise. (Items 1 to 16).		
	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.
	65	66	67	68	69	70	71	72	73
64									
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	23.0	25.7	5,16.9	<i>Nil</i>	<i>Nil</i>	4	2,698.3	2,928.7	1,52,01.1
Bombay, Baroda and Central India	6.9	6.9	1,37.9	1	1	17.7	912.6	1,408.8	2,64,22.3
Eastern Bengal	78.4	78.5	3,31.1	<i>Nil</i>	<i>Nil</i>	12.2	447.4	649.3	49,03.1
East Indian	1	42.2	9,25.1	2	2	1.3	2,026.3	3,015.8	2,35,33.7
Great Indian Peninsula	33.8	34.1	7,07.6	1.3	1.3	9.1	1,781.5	2,790.9	3,60,95.0
Madras and Southern Mahratta	35.0	35.0	6,71.2	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	696.9	1,185.7	2,38,86.7
Nizam's State	<i>Nil</i>	3.2	49.4	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	310.9	517.1	68,47.1
North Western	19.4	19.5	5,08.7	1.5	1.5	12.0	3,395.6	2,704.0	4,21,84.9
South Indian	10.2	14.3	5,80.5	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	194.7	473.9	1,05,95.5
Total	206.8	229.4		3.1	13.1		12,464.2	116,674.2	
3' 3½" GAUGE.									
Assam Bengal	13.6	14.7	2,04.1	4.3	4.5	36.6	356.0	408.0	35,92.6
Bengal and North Western	18.1	53.7	5,61.5	15.3	15.4	1,09.9	889.8	1,385.4	90,15.3
Bombay, Baroda and Central India	<i>Nil</i>	1.4	*	1	1.7	*	785.9	1,464.1	*
Burma	1.0	1.0	14.6	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	2,083.2	2,083.2	1,29,33.4
Eastern Bengal	3	11.1	*	3.3	3.3	*	160.4	382.7	*
Jodhpur	1	5	10.6	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	201.6	392.1	24,97.3
Madras and Southern Mahratta	15.3	16.0	*	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	845.3	1,274.6	*
Nizam's State	<i>Nil</i>	1.0	*	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	231.4	330.6	*
Rohilkund and Kumaon	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	256.2	302.2	13,23.7
South Indian	44.7	44.7	*	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	998.0	1,111.4	*
Total	93.1	144.1		23.0	124.9		6,806.0	19,134.3	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	1	3.0	*	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	158.3	212.0	*
Bombay, Baroda and Central India	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	101.7	129.8	*
Eastern Bengal	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	1	*
Great Indian Peninsula	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	45.4	78.0	*
North Western	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	61.0	195.6	*
South Indian	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	12.6	21.3	*
Total	1	13.0	*	<i>Nil</i>	1 <i>Nil</i>		379.0	546.8	
Total, 1931-32	300.0	406.5	52,19.2	26.1	128.0	1,99.2	19,660.1	126,355.3	21,89,47.1
Total, 1930-31	259.1	363.2	45,88.9	25.3	128.0	1,84.4	22,198.2	129,573.7	25,04,75.3
Increase	40.9	43.3	6,30.3	8	..	14.8	..	..	..
Decrease	..	..	..	..	..	..	25,48.1	3,218.4	3,15,27.6

* Shown under

† In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1931-32. (In hundreds)—contd.

III. Light Merchandise.

(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			Railway.
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
2	3	5.3	19.8	57.2	14,53.6	41.3	49.8	2,24.4	Bengal Nagpur.
4.7	6.0	1,83.4	95.4	102.9	66,02.0	143.5	157.9	10,09.3	Bombay, Baroda and Central India.
6	2.2	32.0	19.5	20.6	5,30.2	26.5	48.1	1,72.6	Eastern Bengal.
9.4	10.0	1,67.4	64.8	95.8	22,60.0	148.2	172.4	7,90.0	East Indian.
7.4	8.4	89.4	123.6	165.4	46,39.7	94.4	138.7	9,04.7	Great Indian Peninsula.
2.4	3.9	1,70.3	23.2	58.1	15,40.1	19.9	47.7	4,17.7	Madras and Southern Mahratta.
1.0	1.0	17.4	1.9	4	4,48.9	†	†	†	Nizam's State.
34.8	35.6	3,07.0	64.9	102.0	33,00.6	99.7	140.7	7,29.7	North Western.
4.1	5.6	1,18.3	17.9	26.4	7,95.7	5.1	11.9	1,84.3	South Indian.
64.6	73.0		431.0	646.8		578.6	767.2		Total.
									3' 3½" GAUGE.
3.0	3.0	38.4	1.0	5.4	76.4	6.0	7.5	28.0	Assam Bengal.
Nil	Nil	Nil	20.2	49.0	10,63.9	33.5	34.5	1,65.1	Bengal and North Western.
9.5	13.6	*	69.2	105.7	*	15.6	23.4	*	Bombay, Baroda and Central India.
Nil	Nil	Nil	16.3	16.3	4,36.6	84.7	84.7	3,53.2	Burma.
8	1.0	*	5	12.5	*	9.9	17.1	*	Eastern Bengal.
8.6	8.7	71.4	9	10.6	1,71.7	3.8	5.8	30.4	Jodhpur.
10.5	11.9	*	20.7	38.5	*	41.3	48.3	*	Madras and Southern Mahratta.
9	9	*	3.8	7.8	*	†	†	†	Nizam's State.
3	6	3.1	2.5	11.0	91.2	6.3	8.0	32.8	Rohilkund and Kumaon.
5.1	6.1	*	30.9	38.5	*	17.9	22.6	*	South Indian.
35.7	45.8		166.0	295.3		219.0	251.4		Total.
									2' 6" AND 2' 0" GAUGES.
1	1	*	2.6	7.1	*	2.4	4.0	*	Bengal Nagpur.
8	1.8	*	3	1.0	*	2.9	3.0	*	Bombay, Baroda and Central India.
Nil	Nil	Nil	Nil	1	*	Nil	Nil	Nil	Eastern Bengal.
1	1	*	9	3.1	*	2	5.8	*	Great Indian Peninsula.
Nil	1	*	1	3.6	*	2.0	4.9	*	North Western.
1	1	*	Nil	2	*	5	5	*	South Indian.
1.1	12.2		3.9	11.1		8.0	11.2		Total.
104.4	121.0	12,03.4	600.9	1,957.2	2,34,10.6	805.6	1,036.8	50,42.2	Total, 1931-32.
135.4	168.7	17,51.1	578.3	1,922.6	2,31,79.8	809.9	1,028.7	50,27.4	Total, 1930-31.
			22.6	34.6	2.8		8.1	14.8	Increase.
31.0	47.7	5,47.7				4.3			Decrease.

5' 6" gauge.

gauges or railways are considered as two or more separate consignments.
†Included under "Other Commodities" being below the "prescribed minima."

29.—Statement of Principal Commodities carried by Class I

Railway.	III. Light								
	(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc. (Not in bulk).			(6) Jute, raw.		
	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.
	85	86	87	88	89	90	91	92	93
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	16.4	44.3	7,37.9	3.7	17.8	2,23.2	13.3	29.3	3,22.4
Bombay, Baroda and Central India	25.8	38.4	8,32.1	5.2	65.5	28,42.0	NH	NH	NH
Eastern Bengal	8.4	40.1	5,25.7	16.1	21.0	3,76.1	262.7	586.6	86,58.9
East Indian	87.2	126.4	12,82.9	167.1	186.9	16,59.6	14.6	35.9	2,40.9
Great Indian Peninsula	72.8	106.8	11,96.1	36.4	146.6	15,46.7	NH	NH	NH
Madras and Southern Mahratta	68.5	113.2	15,15.5	33.6	45.6	10,28.7	NH	NH	NH
Nizam's State	2.4	14.8	2,23.6	2	9.0	1,95.2	†	†	†
North Western	87.5	107.9	14,50.2	181.1	240.0	19,18.7	NH	NH	NH
South Indian	52.7	58.8	10,19.5	7.3	9.9	2,90.9	1	1	3.8
Total	421.7	†650.7		450.7	†741.4		290.7	†651.9	
3' 3½" GAUGE.									
Assam Bengal	22.1	27.4	1,62.4	4.8	11.0	62.1	91.7	99.1	6,66.5
Bengal and North Western	729.3	736.2	9,56.7	†42.8	153.4	12,39.4	NH	NH	NH
Bombay, Baroda and Central India	28.5	43.1	*	4.5	170.6	*	NH	NH	NH
Burma	103.7	103.7	10,95.7	26.3	26.3	3,59.2	NH	NH	NH
Eastern Bengal	5.2	48.0	*	3.5	36.5	*	321.6	349.8	*
Jodhpur	1.5	5.7	38.0	5	15.7	1,32.9	NH	1	2
Madras and Southern Mahratta	42.2	50.2	*	71.6	80.6	*	NH	NH	NH
Nizam's State	1.7	4.2	*	4	10.3	*	†	†	†
Rohilkund and Kumaon	33.5	33.9	88.7	94.6	94.7	5,92.8	NH	NH	NH
South Indian	57.5	81.5	*	21.9	26.7	*	2	2	*
Total	1,025.2	†1,133.9		371.0	†625.2		413.5	†449.2	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	1.4	2.9	*	8	4.0	*	NH	NH	NH
Bombay, Baroda and Central India	8	1.7	*	3	3.4	*	NH	NH	NH
Eastern Bengal	NH	NH	NH	NH	NH	NH	NH	NH	NH
Great Indian Peninsula	2	9	*	10.6	13.2	*	NH	NH	NH
North Western	16.5	18.0	*	4	5.1	*	NH	NH	NH
South Indian	9	1.8	*	7	7	*	NH	NH	NH
Total	19.8	†25.3		12.9	†26.4		NH	†NH	
Total, 1931-32	1,466.7	†1,809.9	1,11,05.0	834.6	†1,393.0	1,24,67.5	704.2	†1,101.1	98,92.7
Total, 1930-31	1,272.9	†1,587.3	1,02,75.1	725.6	†1,187.4	96,13.5	988.6	†1,559.9	1,35,84.1
Increase	193.8	222.6	8,29.9	109.0	205.6	28,54.0			
Decrease	..	..	..	..	..	..	284.4	458.8	36,91.4

* Shown under

† In these totals consignments passing over two or more

† Included under "Other Commodities" being below the "prescribed minima."

Railways and the earnings therefrom for the year 1931-32. (In hundreds)—contd.

Merchandise—contd.

(7) Iron and Steel, wrought.			(8) Kerosine oil in tins.			Railway.
Originat- ing on Home line whether local or Foreign. 94	Total. 95	Earnings. 96	Originat- ing on Home line whether local or Foreign. 97	Total. 98	Earn- ings. 99	
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
378.5	394.0	16,24.8	31.9	36.0	5,45.3	Bengal-Nagpur.
81.1	96.8	24,10.3	57.4	57.9	12,63.1	* Bombay, Baroda and Central India.
23.2	75.3	5,59.9	131.6	135.0	10,47.3	Eastern Bengal.
150.3	282.0	31,63.8	14.6	100.1	18,08.6	East Indian.
109.8	186.3	25,87.2	71.2	73.2	14,44.7	Great Indian Peninsula.
45.5	92.2	13,87.7	49.3	49.5	9,41.5	Madras and Southern Mahratta.
1.9	17.2	2,33.9	8	7.6	1,67.4	Nizam's State.
163.1	209.0	42,89.0	61.3	62.3	14,33.3	North Western.
5.9	22.5	6,94.1	4.3	23.7	4,53.3	South Indian.
964.3	11,375.3		422.4	1,550.3		Total.
						3' 3½" GAUGE.
15.6	20.5	2,57.2	80.7	93.0	12,35.3	Assam Bengal.
16.1	38.4	3,52.2	2.2	8.8	69.0	Bengal and North Western.
12.1	66.0	*	2.1	24.5	*	Bombay, Baroda and Central India.
23.4	23.4	2,64.4	29.4	29.4	3,96.7	Burma.
4.8	19.3	*	7.7	53.0	*	Eastern Bengal.
1.2	11.9	2,09.1	2	7.5	1,39.0	Jodhpur.
11.4	54.7	*	29.4	39.9	*	Madras and Southern Mahratta.
2.0	9.7	*	4	7.8	*	Nizam's State.
2.6	9.3	50.0	2.3	5.7	26.0	Rohilkund and Kumaon.
35.8	50.0	*	41.0	41.5	*	South Indian.
125.0	1,303.2		195.4	1,311.1		Total.
						2' 6" AND 2' 0" GAUGES.
2.4	7.4	*	1.2	6.9	*	Bengal-Nagpur.
5	3.2	*	4	3.0	*	Bombay, Baroda and Central India.
Nd	Nd	Nd	Nd	Nd	Nd	Eastern Bengal.
1.3	3.4	*	2.5	7.1	*	Great Indian Peninsula.
3.7	11.4	*	1	3.1	*	North Western.
Nd	4	*	1	1.3	*	South Indian.
7.9	1,25.8		4.3	1,21.4		Total.
1,097.2	11,704.3	1,81,38.6	622.1	1,882.8	1,09,70.5	Total, 1931-32.
1,116.1	11,795.2	2,06,82.7	592.7	1,834.4	1,03,80.1	Total, 1930-31.
..	..	..	29.4	48.4	5,90.4	Increase.
18.9	90.9	25,44.1	..	..	..	Decrease.

5' 6" gauge.

gauge or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

III.—Light

Railway.	(9) Petrol in tins.			(10) Tobacco.		
	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.
	102	103	104	105	106	107
101						
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	3.7	3.8	73.8	9.3	26.6	5,78.2
Bombay, Baroda and Central India	6.1	6.1	2,24.3	30.4	33.0	8,57.9
Eastern Bengal	9.8	33.7	7,32.5	11.8	27.2	7,00.3
East Indian	5.2	11.4	3,22.2	22.8	42.2	7,92.2
Great Indian Peninsula	8.1	8.4	1,67.6	7.8	30.1	6,81.6
Madras and Southern Mahratta	6.5	6.5	2,07.9	29.1	48.6	11,14.3
Nizam's State	7	2.1	53.3	6	5.0	1,54.0
North Western	15.2	15.4	4,38.3	23.9	32.8	6,63.5
South Indian	1.2	2.9	1,24.3	17.5	19.9	4,26.5
Total	56.5	190.3		153.2	1265.4	
3' 3½" GAUGE.						
Assam Bengal	2.6	3.2	48.8	1.9	8.4	1,10.9
Bengal and North Western	5	5	5.3	30.1	32.3	4,09.3
Bombay, Baroda and Central India	5.2	6.6	*	8.3	20.9	*
Burma	6.2	6.2	1,71.6	15.6	15.6	1,82.3
Eastern Bengal	4	25.7	*	19.2	32.3	*
Jodhpur	1	1.0	36.8	5	3.5	62.2
Madras and Southern Mahratta	3.5	5.0	*	25.8	30.5	*
Nizam's State	2	1.2	*	1.4	3.7	*
Rohilkund and Kumaon	7	1.5	21.0	2.4	3.3	32.2
South Indian	7.3	7.9	*	9.9	18.7	*
Total	26.7	158.8		114.9	1169.2	
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	4	7	*	1.6	4.0	*
Bombay, Baroda and Central India	Nil	2	*	1	3	*
Eastern Bengal	Nil	Nil	Nil	Nil	2	*
Great Indian Peninsula	Nil	1	*	Nil	6	*
North Western	2.0	2.6	*	1	1.5	*
South Indian	Nil	2	*	Nil	9	*
Total	2.4	13.8		1.8	17.5	
Total, 1931-32	85.6	1152.9	26,28.2	269.9	1442.1	67,83.4
Total, 1930-31	121.4	1186.9	40,16.2	289.2	1474.5	71,01.3
Increase	..	..	..	..	..	..
Decrease	35.8	34.0	13,88.0	19.3	32.4	3,17.9

* Shown under

† In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1931-32. (In hundreds)—contd.

Merchandise—contd.

(11) Provisions.			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12.)			Railway.
Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Homeline whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	
108	109	110	111	112	113	114	115	116	117
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
71,6	117,4	19,43,8	12,9	15,3	71,6	602,6	791,8	78,04,3	Bengal-Nagpur.
67,2	104,7	28,15,4	Nil	Nil	Nil	516,8	669,2	1,90,39,8	Bombay, Baroda and Central India.
26,3	79,8	21,98,4	7,2	8,0	53,0	548,7	1,077,6	1,55,86,9	Eastern Bengal.
82,4	144,3	32,65,4	10,0	17,4	1,36,3	776,6	1,224,8	1,58,69,3	East Indian.
114,7	201,6	35,00,3	16,5	28,2	1,00,2	662,7	1,093,7	1,68,58,2	Great Indian Peninsula.
69,9	151,2	31,99,4	13,0	15,4	75,8	360,9	631,9	1,15,98,9	Madras and Southern Mahratta.
6,8	35,5	6,05,6	†	†	†	16,3	110,6	21,54,3	Nizam's State.
83,7	102,8	28,24,0	Nil	Nil	Nil	815,2	1,048,5	1,73,55,2	North Western.
78,3	115,1	27,11,5	12,9	22,4	3,11,1	207,3	323,3	71,33,3	South Indian.
600,9	11,052,4		72,5	110,7		4,507,1	16,971,4		
									3' 3½" GAUGE.
89,0	118,5	21,61,2	7	10,1	89,2	319,1	407,1	49,36,4	Assam Bengal.
75,6	90,7	9,88,8	9,3	11,8	71,0	1,059,7	1,155,6	53,21,1	Bengal and North Western.
29,1	75,4	*	Nil	Nil	Nil	184,1	549,8	*	Bombay, Baroda and Central India.
88,5	88,5	18,26,1	1,3	1,3	4,1	395,4	395,4	50,89,9	Burma.
26,4	91,6	*	7	6,5	*	400,7	693,3	*	Eastern Bengal.
3,6	13,6	1,82,7	Nil	Nil	5	20,9	83,6	10,74,9	Jodhpur.
84,5	130,4	*	2,1	4,1	*	342,8	493,5	*	Madras and Southern Mahratta.
6,1	13,9	*	†	†	†	16,9	59,5	*	Nizam's State.
4,3	7,4	53,7	9	9	3,5	150,4	176,3	9,95,0	Rohilkund and Kumaon.
95,7	140,8	*	26,4	42,1	*	349,6	476,6	*	South Indian.
502,8	1770,8		41,4	76,8		3,239,6	14,490,7		Total.
									2' 6" AND 2' 0" GAUGES.
6,4	11,8	*	2	2	*	19,6	49,2	*	Bengal-Nagpur.
5,7	7,8	*	Nil	Nil	Nil	11,8	25,4	*	Bombay, Baroda and Central India.
1,7	1,7	*	Nil	Nil	Nil	1,7	2,0	*	Eastern Bengal.
4	4,1	*	Nil	7	*	16,2	39,1	*	Great Indian Peninsula.
4,4	7,1	*	Nil	Nil	Nil	29,8	57,4	*	North Western.
6,5	9,4	*	7	7	*	11,5	16,2	*	South Indian.
27,1	141,9		9	17		90,1	189,3		Total.
1,130,8	11,865,1	2,82,77,3	114,8	185,2	9,16,3	7,836,8	11,651,4	13,98,17,5	Total, 1931-32.
1,154,5	11,872,4	2,85,92,0	137,8	210,6	10,10,8	7,922,4	11,828,6	13,52,14,1	Total, 1930-31.
..	..	..	..	..	..	..	..	..	Increase.
23,7	7,3	3,14,7	23,0	25,4	94,5	85,6	177,2	43,96,6	Decrease.

5' 6" gauge.

gauges or railways are considered as two or more separate consignments.

† Included under "Other Commodities" being below the "prescribed minima."

29.—Statement of Principal Commodities carried by Class I

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise). (Heads II, III and IV.)			VI.—Military Traffic.		
	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.
118	119	120	121	122	123	124	125	126	127
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	1,137.4	1,275.0	83,12.6	4,438.3	4,995.5	3,13,18.0	1.6	3.8	47.5
Bombay, Baroda and Central India.	543.3	691.5	1,13,97.0	1,972.7	2,769.5	5,68,59.1	1.4	2.4	77.1
Eastern Bengal	270.7	418.2	24,09.7	1,266.8	2,145.1	2,28,99.7	4.6	5.9	11.9
East Indian	1,181.2	1,630.9	1,53,57.8	3,984.1	5,871.5	5,47,60.8	47.9	75.4	5,33.5
Great Indian Peninsula . .	1,258.2	1,553.7	1,37,27.5	3,762.4	5,438.3	6,66,86.7	33.5	60.1	5,87.1
Madras and Southern Mahratta	253.9	551.4	79,49.8	1,311.7	2,369.0	4,34,35.4	1.8	6.6	89.9
Nizam's State	63.3	145.0	17,33.2	390.5	772.7	1,07,34.6	1.7	11.3	81.9
North Western	1,054.2	1,325.4	1,71,46.9	5,965.0	6,977.9	7,66,87.0	143.0	171.6	11,49.9
South Indian	150.8	387.0	58,40.7	552.6	1,134.2	2,34,79.5	2	1.6	35.7
Total	5,912.8	7,928.1		22,834.1	31,573.7		235.7	338.7	
3' 3½" GAUGE.									
Assam Bengal	57.3	87.0	8,87.3	732.4	9,02.1	94,16.3	3	9	3.6
Bengal and North Western . .	168.4	288.7	21,45.1	2,117.9	2,829.7	1,64,81.5	2.3	2.4	16.6
Bombay, Baroda and Central India.	174.6	394.1	*	1,343.7	2,408.0	*	1.1	8.5	*
Burma	419.7	419.7	43,48.3	2,898.3	2,898.3	2,23,71.6	9.7	9.7	60.4
Eastern Bengal	35.4	103.5	*	596.5	1,179.5	*	<i>NH</i>	7	*
Jodhpur	55.8	90.4	6,81.2	278.3	566.1	42,53.4	<i>NH</i>	5	11.3
Madras and Southern Mahratta	175.7	285.1	*	1,363.8	2,053.2	*	2.4	4.7	*
Nizam's State	37.1	60.8	*	285.4	450.9	*	2.5	4.6	*
Rohilkund and Kumaon . . .	73.9	102.9	4,55.2	486.5	581.4	27,79.9	3.3	3.9	17.4
South Indian	269.3	330.0	*	1,616.9	1,918.0	*	1.6	2.4	*
Total	1,467.2	2,162.2		11,513.7	15,787.2		23.2	38.3	
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	62.7	78.8	*	240.6	349.0	*	1	5	*
Bombay, Baroda and Central India.	11.4	17.7	*	124.9	172.9	*	<i>NH</i>	<i>NH</i>	<i>NH</i>
Eastern Bengal	1	3	*	1.8	2.4	*	<i>NH</i>	<i>NH</i>	<i>NH</i>
Great Indian Peninsula . . .	3.7	13.6	*	65.3	130.7	*	<i>NH</i>	<i>NH</i>	<i>NH</i>
North Western	40.3	97.2	*	130.6	260.2	*	7.6	22.8	*
South Indian	3.1	7.4	*	27.2	44.9	*	<i>NH</i>	<i>NH</i>	<i>NH</i>
Total	121.3	215.0		590.4	951.1		7.7	23.3	
Total, 1931-32	7,501.3	10,305.4	9,23,92.3	34,988.2	48,312.0	44,21,57.5	266.6	440.3	27,23.8
Total, 1930-31	8,388.3	11,313.1	9,75,26.9	38,508.9	52,715.4	48,32,16.3	308.6	443.5	32,47.0
Increase	..	..	..	..	..	..	..	..	..
Decrease	887.0	1,007.7	51,34.6	3,520.7	4,403.4	4,10,58.8	42.0	43.2	5,23.2

* Shown under

† In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1931-32. (In hundreds)—contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX.—Materials and Stores on Revenue Account.			Railway.
Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	(1) Fuel.			
						Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	
128	129	130	131	132	133	134	135	136	137
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
7.6	8.4	1,09.3	265.0	282.3	11,	743.2	742.9	18,49.2	Bengal-Nagpur.
28.0	43.0	19,88.6	59.8	65.4	3,10.7	14.8	266.6	12,08.6	Bombay, Baroda and Central India.
5	7	41.0	255.0	282.3	4,90.5	5.6	244.2	6,98.8	Eastern Bengal.
18.8	29.0	12,86.9	707.1	730.5	12,13.6	1,433.3	1,433.3	47,78.0	East Indian.
19.4	20.8	3,85.6	664.9	689.8	7,45.1	234.2	667.8	20,81.6	Great Indian Peninsula.
8.9	9.1	2,62.0	62.9	130.5	5,13.9	111.7	345.0	10,28.8	Madras and Southern Mahratta.
2	4	27.1	Nil	30.3	2,58.7	149.7	149.7	3,51.4	Nizam's State.
26.9	27.6	4,47.9	2,342.5	2,348.8	15,93.3	61.4	875.7	33,18.8	North Western.
2.1	2.2	99.3	109.1	127.5	1,75.7	38.0	114.9	3,73.9	South Indian.
112.4	141.2		4,486.3	4,687.4		2,791.9	4,840.1		Total.
									3' 3½" GAUGE.
1.8	2.0	32.3	341.4	346.5	2,47.7	72.6	98.7	1,62.8	Assam Bengal.
7.1	8.9	1,21.4	80.5	81.3	1,16.4	37.2	255.4	5,51.5	Bengal and North Western.
22.9	24.8	*	159.6	167.5	*	11.0	241.7	*	Bombay, Baroda and Central India.
11.6	11.6	3,66.4	40.1	40.1	1,00.5	220.2	220.2	4,86.4	Burma.
7	2.8	*	105.6	111.3	*	6.0	100.7	*	Eastern Bengal.
4	4	5.9	60.1	65.4	62.4	2.1	43.8	91.7	Jodhpur.
3.0	3.4	*	9.9	29.0	*	172.2	174.2	*	Madras and Southern Mahratta.
9	1.0	*	Nil	4	*	4	38.7	*	Nizam's State.
8	1.0	6.6	93.6	94.6	2,35.0	43.2	43.2	14.6	Rohilkund and Kumaon.
2.3	2.5	*	395.8	404.2	*	199.6	199.6	*	South Indian.
51.5	58.4		1,286.6	1,340.3		764.5	1,416.2		Total.
									2' 6" AND 2' 0" GAUGES.
1	1	*	7.1	8.0	*	45.5	45.4	*	Bengal-Nagpur.
1	1	*	5.0	5.9	*	1	4	*	Bombay, Baroda and Central India.
Nil	Nil	Nil	1.5	1.6	*	Nil	Nil	Nil	Eastern Bengal.
1	2	*	13.3	13.3	*	Nil	Nil	Nil	Great Indian Peninsula.
3	3	*	22.4	24.7	*	17.3	18.2	*	North Western.
Nil	Nil	Nil	Nil	Nil	Nil	2	2	*	South Indian
6	7		49.3	53.4		63.1	64.2		Total.
164.5	1200.3	51,82.3	5,802.2	6,081.1	72,46.9	3,619.5	6,320.5	1,69,96.1	Total, 1931-32.
175.4	1215.1	52,88.7	6,348.7	6,632.5	77,38.0	4,151.9	7,631.1	2,08,00.4	Total, 1930-31.
..	..	..	..	..	..	..	..	..	Increase.
10.9	14.8	1,06.4	546.5	551.4	4,91.1	532.4	1,310.6	38,04.3	Decrease.

5' 6" gauge
gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1931-32. (In hundreds)—concl'd.

Railway.	IX.—Materials and Stores on Revenue Account—concl'd.						X.—Total—All Commodities. [Heads I (3) to (5), and V to IX.]		
	(2) General Stores and materials.			(3) Total.			Originat- ing on Home line whether local or Foreign.	Total.	Earnings.
	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.			
138	139	140	141	142	143	144	145	146	147
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	715.4	718.6	6,78.3	1,458.6	1,461.5	25,27.5	11,540.5	12,810.4	4,96,59.6
Bombay, Baroda and Central India	293.9	298.2	4,03.7	308.7	564.8	16,12.3	2,474.3	3,943.0	6,36,25.1
Eastern Bengal	246.1	288.8	8,29.3	251.7	533.0	15,28.1	1,816.7	4,276.2	2,78,89.7
East Indian	735.3	810.3	9,34.7	2,168.6	2,243.6	57,12.7	17,019.0	20,042.5	11,17,19.6
Great Indian Peninsula	936.4	936.4	4,57.1	1,170.6	1,604.2	25,38.7	6,372.2	9,288.2	7,69,21.0
Madras and Southern Mahratta	216.3	217.8	2,67.8	328.0	562.8	12,96.6	1,826.8	3,492.8	4,84,98.1
Nizam's State	102.2	102.8	68.4	251.9	252.5	4,19.8	1,220.5	1,645.6	1,39,68.3
North Western	1,536.6	1,569.7	12,14.1	1,598.0	2,445.4	45,32.9	9,843.7	12,431.3	8,90,27.7
South Indian	322.6	334.5	3,45.1	360.6	449.4	7,19.0	1,051.6	1,768.9	2,53,44.0
Total	5,104.8	5,277.1		7,896.7	10,117.2		53,185.3	69,698.9	
3' 3½" GAUGE.									
Assam Bengal	86.7	88.5	1,10.2	159.3	187.2	2,73.0	1,277.8	1,601.2	1,04,95.7
Bengal and North Western	116.9	138.0	1,93.0	154.1	393.4	7,44.5	2,417.4	3,698.1	1,85,45.7
Bombay, Baroda and Central India	162.9	172.2	*	173.9	413.9	*	1,555.9	3,310.3	*
Burma	632.3	632.3	4,86.8	852.5	852.5	9,73.2	3,974.6	3,974.6	2,50,55.9
Eastern Bengal	268.6	294.9	*	274.6	395.6	*	982.6	1,987.0	*
Jodhpur	90.3	95.0	51.2	92.4	138.8	1,42.9	437.3	788.7	45,36.8
Madras and Southern Mahratta	142.6	146.5	*	314.8	320.7	*	1,802.3	2,564.4	*
Nizam's State	116.5	118.4	*	116.9	157.1	*	413.6	672.7	*
Rohilkund and Kumaon	88.2	88.2	47.2	131.4	131.4	61.8	861.8	984.3	34,27.1
South Indian	873.3	887.0	*	1,072.9	1,086.6	*	3,208.7	3,538.4	*
Total	2,578.3	2,661.0		3,342.8	4,077.2	*	16,932.0	23,119.7	
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	67.1	71.1	*	112.6	116.5	*	448.2	579.9	*
Bombay, Baroda and Central India	12.6	13.2	*	12.7	13.6	*	162.2	217.4	*
Eastern Bengal	2	4	*	2	4	*	3.5	4.3	*
Great Indian Peninsula	Nil	Nil	Nil	Nil	Nil	Nil	79.0	158.9	*
North Western	36.4	43.1	*	53.7	61.3	*	238.8	415.5	*
South Indian	8	1.4	*	1.0	1.6	*	34.8	53.2	*
Total	117.1	129.2		180.2	193.4		966.5	1,429.2	
Total, 1931-32	7,800.2	8,067.3	60,86.9	11,419.7	14,387.8	2,30,83.0	71,063.8	94,247.8	56,87,14.3
Total, 1930-31	10,133.8	10,377.8	80,23.5	14,285.7	18,008.9	2,88,23.9	79,656.8	105,107.4	62,40,09.5
Increase	..	..	..	..	..	..	..	..	..
Decrease	2,333.6	2,310.5	19,36.6	2,866.0	3,621.1	57,40.9	8,593.0	10,859.6	5,52,95.2

* Shown under 5' 6" gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

**30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I
RAILWAYS FOR THE YEAR 1931-32.**

30.—Analysis of operating expenses of

Railway.	TABLE A.—MAINTENANCE OF						
	*A I (1).—ADMINISTRATIVE AND EXECUTIVE OFFICERS.			*A I (2).—SUBORDINATE SUPERVISING STAFF.			*A I (3).—
	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.
	2	3	4	5	6	7	8
5' 6" GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.
Bengal-Nagpur	8,82,936	338.2	1.54	5,72,538	219.3	1.00	5,38,540
Bombay, Baroda and Central India	3,96,091	223.7	1.08	3,56,103	201.2	0.97	3,88,877
Eastern Bengal	2,71,422	204.1	0.95	3,15,882	237.5	1.11	2,92,382
East Indian	..	..	..	..	..	..	..
Great Indian Peninsula	11,27,653	198.0	1.22	8,14,869	143.0	0.88	8,14,820
Madras and Southern Mahratta	2,71,380	177.5	1.14	2,07,811	135.9	0.87	2,09,321
Nizam's State	..	..	..	..	..	..	..
North Western (a)	12,53,098	147.2	1.03	14,94,105	175.5	1.23	9,64,031
South Indian (c)	4,94,905	199.7	1.53	4,06,158	163.9	1.26	4,93,780
3' 3½" GAUGE.							
Assam-Bengal	2,92,568	344.0	2.39	1,35,932	159.9	1.11	1,36,815
Bengal and North Western	..	..	..	..	..	..	..
Bombay, Baroda and Central India	3,23,865	188.8	1.12	3,18,902	166.2	1.10	3,14,451
Burma	4,21,361	215.3	1.48	3,84,956	196.7	1.35	2,99,321
Eastern Bengal	1,32,355	154.9	0.90	1,10,421	129.3	0.75	1,43,701
Jodhpur	70,709	109.5	1.32	44,401	68.7	0.83	39,882
Madras and Southern Mahratta	2,42,768	130.3	1.22	2,23,370	119.9	1.12	1,87,802
Nizam's State	..	..	..	..	..	..	..
Robilkund and Kumaon	..	..	..	..	..	..	..
South Indian	(b)	(b)	(b)	(b)	(b)	(b)	(b)
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	91,367	153.0	2.23	97,767	163.8	2.38	66,437
Bombay, Baroda and Central India	10,260	762	1.43	9,631	71.6	1.34	7,064
Eastern Bengal	447	17.2	0.28	1,526	58.8	0.97	497
Great Indian Peninsula (Darwha Pusaad Railway)	..	..	..	..	..	..	..
North Western	(b)	(b)	(b)	(b)	(b)	(b)	(b)
South Indian	(b)	(b)	(b)	(b)	(b)	(b)	(b)

* According to the revised form introduced from 1931-32.

(a) Includes figures

† According to the form prior to 1931-32.

(b) Included in

(c) Includes figures

Class I Railways for the year 1931-32.

STRUCTURAL WORKS.

OFFICE STAFF.		AI.—ADMINISTRATION—TOTAL.					AII 1(a)—TRACK—ORDINARY REPAIRS AND MAINTENANCE.					Railway.
Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	† Per mile of line maintained.	† Per mile of track including siding. *Per equated track mile.	† Per train mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	† Per mile of line maintained.	† Per mile of track including siding. *Per equated track mile.	† Per train mile.	Percentage of total working expenses under Abstracts A to G.	
9	10	11	12	13	14	15	16	17	18	19	20	21
Rs.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.		5' 6" GAUGE.
206.3	0.94	21,10,263	..	*808.4	..	3.69	25,50,058	..	*976.8	..	4.46	B. N.
219.7	1.06	12,40,587	..	*700.8	..	3.39	17,55,912	..	*991.8	..	4.80	B. B. & C. I.
219.8	1.03	10,50,509	..	*789.8	..	3.69	15,01,070	..	*1,128.5	..	5.27	E. B.
..	..	36,49,487	842.7	†503.2	2.08	3.21	46,47,711	1,073.2	†640.9	2.65	4.09	E. I.
143.0	0.88	30,15,131	..	*529.0	..	3.26	42,53,650	..	*746.0	..	4.59	G. I. P.
136.9	0.88	9,11,045	..	*596.0	..	3.82	11,91,760	..	*779.6	..	5.00	M. & S. M.
..	..	2,57,171	445.5	†389.6	2.12	3.86	5,36,994	930.3	†813.4	4.43	8.06	N. S.
113.3	0.79	42,47,058	..	*499.0	..	3.49	71,69,777	..	*842.3	..	5.89	N. W.
199.3	1.53	15,98,163	..	*645.0	..	4.94	16,19,309	..	*653.5	..	5.01	S. I.
160.9	1.12	5,83,662	..	*686.3	..	4.78	11,65,389	..	*1,370.3	..	9.53	3' 3½" GAUGE.
..	..	5,93,070	280.8	†226.4	1.18	4.06	17,08,467	808.8	†652.1	3.41	11.7	A. B.
163.9	1.09	9,87,444	..	*514.7	..	3.42	13,39,000	..	*698.0	..	4.64	B. & N. W.
153.0	1.05	12,83,240	..	*655.8	..	4.50	22,30,245	..	*1,139.8	..	7.83	B. B. & C. I.
168.2	0.98	4,56,884	..	*534.9	..	3.11	8,99,210	..	*1,052.7	..	6.11	Burma.
61.7	0.75	1,54,992	..	*239.9	..	2.90	4,60,829	..	*713.4	..	8.62	E. B.
84.7	0.79	8,15,726	..	*438.0	..	4.10	15,89,507	..	*853.4	..	7.99	Jodhpur.
..	..	2,38,085	360.8	†312.8	2.33	4.31	4,73,863	718.2	†622.6	4.63	8.58	M. & S. M.
..	..	1,25,896	220.6	†185.1	1.18	3.87	2,62,089	459.2	†385.4	2.46	8.06	N. S.
(b)	(b)	(b)	..	(b)	..	(b)	(b)	..	(b)	..	(b)	R. & K.
												S. I.
109.6	1.60	2,62,524	..	*439.7	..	6.40	5,04,927	..	*845.8	..	*12.3	2' 6" & 2' 0" GAUGES.
52.5	0.98	27,498	..	*204.0	..	3.83	1,13,960	..	*846.8	..	15.9	B. N.
19.2	0.32	2,770	..	*106.7	..	1.76	16,043	..	*618.0	..	10.2	B. B. & C. I.
..	..	..	..	..	..	..	22,892	..	*509.0	..	61.7	E. B.
(b)	(b)	(b)	..	(b)	..	(b)	(b)	..	(b)	..	(b)	G. I. P.
(b)	(b)	(b)	..	(b)	..	(b)	(b)	..	(b)	..	(b)	N. W.
												S. I.

for Narrow gauge.

Broad gauge.

for Metre and Narrow gauges.

30.—Analysis of operating expenses of

Railway,	TABLE A.—MAINTENANCE OF										
	†A. II 1 (b) AND A. II 3.—BRIDGES, TUNNELS AND CONSERVANCY OF RIVERS.					*A. II 1 (d).—SERVICE BUILDINGS, ORDINARY REPAIRS AND MAIN- TENANCE.			*A. II 1 (f).—RESIDENTIAL BUILDINGS—ORDINARY RE- PAIRS AND MAINTENANCE.		
	*A. II 1 (c).—BRIDGES—ORDINARY REPAIRS AND MAINTENANCE.										
	Total amount.	†Per mile of line main- tained.	†Per mile of track including sidings. *Per 100 lineal feet of opening per track.	†Per train mile.	Percent- age of total working expenses under Abstracts A to G.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per 100 square feet of plinth area per floor.	Percent- age of total working expenses under Abstracts A to G.
22	23	24	25	26	27	28	29	30	31	32	33
5' 6" GAUGE.	Rs.	Rs.	Rs.	As.		Rs.	Rs.		Rs.	Rs.	
Bengal-Nagpur	*2,37,488	..	*140.7	..	0.42	3,20,891	‡	0.56	6,66,628	‡	1.16
Bombay, Baroda and Central India	*1,19,154	..	*90.9	..	0.33	1,57,893	‡	0.43	1,37,897	‡	0.38
Eastern Bengal	*2,17,864	..	*365.4	..	0.77	2,31,600	5.01	0.81	2,31,958	4.72	0.81
East Indian	†3,36,008	77.6	†46.3	0.20	0.30	..	..	..	..	..	..
Great Indian Peninsula	*1,63,478	..	*73.0	..	0.18	3,62,423	3.00	0.39	5,20,352	5.00	0.56
Madras and Southern Mahratta .	*71,935	..	*6,326.7	..	0.30	84,799	88.0	0.36	98,307	102.0	0.41
Nizam's State	†14,347	24.9	†21.7	0.12	0.22	..	..	..	..	..	..
North Western (a)	*3,88,633	..	*87.1	..	0.32	8,34,746	5.05	0.69	7,05,355	3.11	0.58
South Indian (c)	*1,29,129	..	*74.3	..	0.49	1,29,756	‡	0.40	1,62,303	‡	0.50
3' 3½" GAUGE.											
Assam-Bengal	*87,745	..	*109.4	..	0.72	1,27,884	‡	1.05	1,75,745	‡	1.44
Bengal and North Western . . .	†1,16,660	55.2	†44.5	0.23	0.30	..	..	..	..	..	..
Bombay, Baroda and Central India	*33,000	..	*30.1	..	0.11	85,000	2.31	0.29	1,23,000	1.78	0.43
Burma	*1,44,797	..	*112.2	..	0.51	1,44,711	‡	0.50	1,96,638	‡	0.69
Eastern Bengal	*63,116	..	*118.5	..	0.43	65,722	4.49	0.45	1,31,363	6.25	0.89
Jodhpur	*14,789	..	*78.4	..	0.28	14,243	2.10	0.27	32,617	3.37	0.61
Madras and Southern Mahratta .	*74,776	..	*5,991.7	..	0.38	52,205	90.9	0.26	56,478	98.3	0.28
Nizam's State	†10,875	16.5	†14.3	0.11	0.20	..	..	..	..	..	..
Rohilkund and Kumaon	†51,066	89.5	†75.1	0.48	1.57	..	..	..	..	..	..
South Indian	(b)	..	(b)	..	(b)	(b)	(b)	(b)	(b)	(b)	(b)
2' 6" AND 2' 0" GAUGES.—											
Bengal-Nagpur	*41,292	..	*96.0	..	1.00	17,768	‡	0.43	22,115	‡	0.54
Bombay, Baroda and Central India	*4,758	..	‡	..	0.66	1,357	‡	0.19	1,060	‡	0.15
Eastern Bengal	*274	..	*60.4	..	0.17	1,462	8.10	0.93	1,789	3.75	1.14
Great Indian Peninsula (Darwha Pusad Railway).	..	..	..	..	..	23	..	0.06	11	..	0.03
North Western	(b)	..	(b)	..	(b)	(b)	(b)	(b)	(b)	(b)	(b)
South Indian	(b)	..	(b)	..	(b)	(b)	(b)	(b)	(b)	(b)	(b)

* According to the revised form introduced from 1931-32.
† According to the form prior to 1931-32.
‡ Information not available.

Class I Railways for the year 1931-32—contd.

STRUCTURAL WORKS—contd.										
*A II 1 (g).—SIGNALS AND INTER-LOOKING—ORDINARY REPAIRS AND MAINTENANCE.			*A II 1 (b), (e), (h), (i), (j) AND (k).—OTHER ITEMS—ORDINARY REPAIRS AND MAINTENANCE.		† OTHER STRUCTURAL WORKS. A II 1 (c) TO (g).					Railway.
Total amount.	Per lever.	Percentage of total working expense under Abstracts A to G.	Total amount.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	
34	35	36	37	38	39	40	41	42	43	44
Rs.	Rs.		Rs.		Rs.	Rs.	Rs.	As.		5' 6" GAUGE.
3,14,336	53·3	0·55	5,34,973	0·93	..	..	..	..	..	B. N.
2,85,100	43·2	0·78	96,912	0·26	..	..	..	..	..	B. B. & C. I.
4,30,585	84·0	1·51	2,62,975	0·92	..	..	..	..	..	E. B.
..	..	..	..	..	24,47,249	565·1	337·5	1·38	2·16	E. I.
4,94,400	39·0	0·53	17,20,286	1·86	..	..	..	..	..	G. I. P.
1,21,170	18·1	0·51	2,29,187	0·96	..	..	..	..	..	M. & S. M.
..	..	..	..	..	1,31,339	227·5	199·0	1·08	1·97	N. S.
6,38,952	41·6	0·53	4,71,339	0·39	..	..	..	..	..	N. W.
1,06,782	15·8	0·33	3,71,676	1·15	..	..	..	..	..	S. I.
38,425	65·6	0·31	96,592	0·79	..	..	..	..	..	3' 3½" GAUGE.
..	..	..	..	..	4,18,922	198·3	159·9	0·84	2·87	A. B.
1,26,000	5·12	0·44	60,090	0·21	..	..	..	..	..	B. & N. W.
1,74,467	65·4	0·61	1,73,828	0·60	..	..	..	..	..	B. B. & C. I.
4,774	2·93	0·03	2,39,211	1·63	..	..	..	..	..	Burma.
17,986	11·6	0·34	2,941	0·05	..	..	..	..	..	E. B.
87,189	22·6	0·44	1,34,459	0·68	..	..	..	..	..	Jodhpur.
..	..	..	..	..	1,06,586	161·5	140·1	1·04	1·93	M. & S. M.
..	..	..	..	..	61,528	107·8	90·5	0·58	1·90	N. S.
(b)	(b)	(b)	(b)	(b)	..	..	..	..	..	R. & K.
13,431	1,343·1	0·33	80,322	1·96	..	..	..	..	..	S. I.
..	..	..	6,272	0·88	..	..	..	..	..	2' 6" & 2' 0" GAUGES
154	†	0·10	1,448	0·92	..	..	..	..	..	B. N.
6	..	0·02	29	0·08	..	..	..	..	..	B. B. & C. I.
(b)	(b)	(b)	(b)	(b)	..	..	..	..	..	E. B.
(b)	(b)	(b)	(b)	(b)	..	..	..	..	..	G. I. P.
										N. W.
										S. I.

(a) Includes figures for Narrow gauge.

(b) Included in Broad gauge.

(c) Include figures for Metre and Narrow gauges.

30.—Analysis of operating expenses of

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS.											
	† EQUIPMENT A. II-2.					*A. II 1—ALL ITEMS, TOTAL ORDINARY REPAIRS AND MAINTENANCE—EXCLUDING CREDITS.			*A. II 2, SPECIAL REPAIRS AND MAINTENANCE (EXCLUDING CREDITS).		A. II—TOTAL REPAIRS	
	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Percentage of total working expenses under Abstracts A to G.	Total amount.	† Per mile of line maintained.
	46	47	48	49	50	51	52	53	54	55	56	57
45												
5' 6" GAUGE.	Rs.	Rs.	Rs.	As.		Rs.	Rs.		Rs.		Rs.	Rs.
Bengal-Nagpur	..	..	..	..	..	46,24,374	1,771.4	8.08	78,388	0.14	(c) 47,02,762	..
Bombay, Baroda and Central India.	..	..	..	..	..	25,52,268	1,441.7	6.98	1,67,817	0.46	27,20,085	..
Eastern Bengal	..	..	..	..	..	28,43,729	2,138.0	9.98	90,534	0.33	(c) 21,17,909	..
East Indian	1,63,768	37.8	22.6	0.10	0.24	..	..	..	..	..	(d) 55,26,923	1,276.2
Great Indian Peninsula	..	..	..	..	..	77,81,191	1,365.0	8.40	6,87,303	0.74	(c) 84,88,494	..
Madras and Southern Mahratta	..	..	..	..	..	17,97,158	1,175.7	7.54	30,582	0.13	(c) 19,79,124	..
Nizam's State	9,260	16.0	14.0	0.08	0.14	..	..	..	..	..	(d) 7,14,047	1,237.1
North Western (a)	..	..	..	..	..	99,38,807	1,167.6	8.17	9,80,625	0.81	(c) 1,25,27,677	..
South Indian (e)	..	..	..	..	..	25,18,955	1,016.5	7.79	6,20,291	1.92	31,39,246	..
3' 3½" GAUGE.												
Assam-Bengal	..	..	..	..	..	18,91,780	1,989.2	13.8	53,257	0.44	(c) 18,29,133	..
Bengal and North Western	20,257	9.59	7.73	0.04	0.14	..	..	..	..	..	(d) 24,57,540	1,163.4
Bombay, Baroda and Central India.	..	..	..	..	..	17,66,000	920.6	6.12	2,97,900	1.03	18,37,000	..
Burma	..	..	..	..	..	30,48,479	1,557.9	10.7	1,30,789	0.46	(c) 32,62,037	..
Eastern Bengal	..	..	..	..	..	13,91,224	1,628.6	9.46	1,92,067	1.33	(c) 13,26,084	..
Jodhpur	..	..	..	..	..	5,43,405	841.2	10.2	6,627	0.12	(e) 5,42,247	..
Madras and Southern Mahratta	..	..	..	..	..	19,94,614	1,071.0	10.0	53,076	0.27	(c) 21,24,327	..
Nizam's State	18,483	28.0	24.3	0.19	0.33	..	..	..	..	..	6,41,624	972.4
Rohilkund and Kumaon	4,943	8.66	7.27	0.04	0.15	..	..	..	..	..	(d) 4,38,407	768.1
South Indian	..	..	..	..	..	(b)	(b)	(b)	(b)	(b)	(b)	..
2' 6" AND 2' 0" GAUGES.												
Bengal-Nagpur	..	..	..	..	..	6,79,855	1,138.8	16.6	428	0.01	(e) 6,80,283	..
Bombay, Baroda and Central India.	..	..	..	..	..	1,27,407	946.8	17.8	2,254	0.31	1,29,661	..
Eastern Bengal	..	..	..	..	..	21,170	815.5	13.5	101	0.06	21,204	..
Great Indian Peninsula (Darwha Pused Railway).	..	..	..	..	..	23,020	512.0	62.0	..	..	(c) 23,020	..
North Western	..	..	..	..	..	(b)	(b)	(b)	(b)	(b)	(b)	..
South Indian	..	..	..	..	..	(b)	(b)	(b)	(b)	(b)	(b)	..

* According to the revised form introduced from 1931-32.

† According to the form prior to 1931-32.

(a) Includes figures for Narrow gauge.

(b) Included in Broad gauge.

(c) Excluding credits.

Class I Railways for the year 1931-32—contd.

TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—concl'd.

AND MAINTENANCE.			†A(IV). TOTAL REPLACEMENT AND RENEWAL.					TOTAL MAINTENANCE OF STRUCTURAL WORKS—LESS VALUE OF STORES RETURNED TO STOCK. ABSTRACT A.					Railway.
			APPROPRIATION TO DEPRECIATION FUND.										
†Per mile of track including sidings. *Per equated track mile. 58	†Per train mile. 59	Percent- age of total working expenses under Abstracts A to G. 60	Total amount. 61	†Per mile of line main- tained. 62	†Per mile of track in- cluding sidings. *Per equated track mile. 63	†Per train mile. 64	Percent- age of total working expenses under Abstracts A to G. 65	Total amount. 66	†Per mile of line maintained. 67	†Per mile of track including sidings. *Per equated track mile. 68	†Per train mile. 69	Percentage of total working expenses under Abstracts A to G. 70		71
Rs.	As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.		5' 6" GAUGE.
*1,801.5	..	8.22	73,85,763	..	*2,829.2	..	12.9	1,41,71,575	..	*5,428.6	..	24.8	B. N.
*1,536.5	..	7.44	18,76,007	..	*1,059.7	..	5.13	58,36,679	..	*3,297.0	..	16.0	B. B. & C. I.
*1,592.3	..	7.43	32,55,959	..	*2,447.9	..	11.4	64,24,377	..	*4,830.0	..	22.6	E. B.
†762.1	3.15	4.87	1,22,03,174	2,817.8	†1,682.7	6.95	10.8	2,09,05,477	4,827.2	†2,882.7	11.9	18.4	E. I.
*1,485.0	..	9.14	6,98,866	..	*107.0	..	0.66	90,77,360	..	*1,592.0	..	9.89	G. I. P.
*1,294.7	..	8.31	17,06,817	..	*1,116.6	..	7.17	45,96,986	..	*3,007.3	..	19.3	M. & S. M.
†1,081.6	5.89	10.7	6,60,637	1,144.5	†1,000.7	5.44	9.91	16,31,855	2,827.1	†2,472.0	13.5	24.5	N. S.
*1,471.8	..	10.3	1,83,91,900	..	*2,160.7	..	15.1	3,28,46,223	..	*3,858.8	..	27.0	N. W.
*1,266.9	..	9.71	33,58,198	..	*1,355.2	..	10.4	68,07,321	..	*2,747.2	..	21.0	S. I.
3' 3½" GAUGE.													
*2,150.7	..	15.0	786,510	..	*924.8	..	6.43	30,62,736	..	*3,601.1	..	25.1	A. B.
†938.0	4.91	16.8	..	..	..	..	..	30,50,610	1,444.1	†1,164.4	6.09	20.9	B. & N. W.
*957.6	..	6.36	27,15,000	..	*1,415.3	..	9.40	55,40,000	..	*2,887.9	..	19.2	B. B. & C. I.
*1,667.1	..	11.5	30,89,758	..	*1,574.4	..	10.8	75,60,955	..	*3,864.0	..	26.5	Burma.
*1,552.4	..	9.02	18,89,121	..	*2,211.5	..	12.9	36,72,089	..	*4,298.8	..	25.0	E. B.
*839.4	..	10.2	524,595	..	*812.1	..	9.82	11,85,199	..	*1,834.7	..	22.2	Jodhpur.
*1,140.6	..	10.7	19,69,393	..	*1,057.4	..	9.90	49,09,446	..	*2,636.0	..	24.7	M. & S. M.
†843.1	6.27	11.6	5,75,284	871.9	†755.9	5.63	10.4	14,54,993	2,205.2	†1,911.8	14.2	26.4	N. S.
†644.6	4.10	13.5	2,85,495	500.2	†419.8	2.68	8.78	8,27,176	1,449.2	†1,216.2	7.75	25.4	R. & K.
(b)	..	(b)	(b)	..	(b)	..	(b)	(b)	..	(b)	..	(b)	S. I.
2' 6" AND 2' 0" GAUGES.													
*1,139.5	..	16.6	3,71,133	..	*621.6	..	9.04	13,13,460	..	*2,200.0	..	32.0	B. N.
*963.5	..	18.1	36,359	..	*270.2	..	5.07	1,93,518	..	*1,438.0	..	27.0	B. B. & C. I.
*816.8	..	13.5	23,453	..	*903.4	..	14.9	47,427	..	*1,826.9	..	30.2	E. B.
*512.0	..	62.0	..	..	..	..	..	23,020	..	*512.0	..	62.0	G. I. P.
(b)	..	(b)	(b)	..	(b)	..	(b)	(b)	..	(b)	..	(b)	N. W.
(b)	..	(b)	(b)	..	(b)	..	(b)	(b)	..	(b)	..	(b)	S. I.

(d) Including credits.

(e) Includes figures for Metre and Narrow gauges.

30.—§ Analysis of operating expenses of

TABLE B.—MAINTENANCE AND SUPPLY

Railway.	GENERAL ADMINISTRATION—(B. I.).							LOCOMOTIVES—(†)	
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.		
72	73	74	75	76	77	78	79		
5' 6" GAUGE.	Rs.	Rs.	Rs.	As.		Rs.	Rs.		
Bengal-Nagpur	14,05,844	0·09	0·19	1·98	2·46	17,34,364	0·11		
Bombay, Baroda and Central India	7,37,322	0·10	0·21	1·86	2·01	8,76,860	0·12		
Eastern Bengal	7,00,279	0·09	0·24	1·90	2·46	5,51,134	0·07		
East Indian	31,92,805	0·09	0·17	1·82	2·81	34,93,662	0·09		
Great Indian Peninsula	19,31,436	0·10	0·22	1·88	2·09	19,96,200	0·10		
Madras and Southern Mahratta	6,15,439	0·08	0·19	1·61	2·58	8,82,280	0·12		
Nizam's State	1,52,555	0·06	0·15	1·26	2·29	1,71,024	0·07		
North Western	21,31,591	0·08	0·18	1·59	1·86	37,35,739	0·14		
South Indian	2,27,642	0·06	0·18	1·09	2·33	2,74,586	0·07		
3' 3½" GAUGE.									
Assam Bengal	2,99,374	0·07	0·27	1·34	2·45	3,20,315	0·07		
Bengal and North Western	3,23,779	0·03	0·14	0·65	2·22	**	**		
Bombay, Baroda and Central India	9,08,622	0·10	0·28	1·89	3·46	8,12,687	0·08		
Burma	8,25,826	0·09	0·26	1·86	2·90	6,44,494	0·07		
Eastern Bengal	3,64,530	0·07	0·25	1·37	2·07	2,54,229	0·06		
Jodhpur	1,32,564	0·06	0·26	1·30	2·48	2,05,944	0·10		
Madras and Southern Mahratta	4,92,695	0·06	0·24	1·10	2·47	6,88,694	0·08		
Nizam's State	1,40,049	0·07	0·31	1·37	2·54	1,55,766	0·08		
Rohilkund and Kumaon	89,967	0·04	0·21	0·84	2·77	*2,20,334	*0·11		
South Indian	5,65,422	0·06	0·28	1·03	2·56	6,81,798	0·07		
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	1,31,848	0·06	0·43	1·25	3·21	1,64,574	0·07		
Bombay, Baroda and Central India	9,284	0·02	0·24	0·36	1·30	48,058	0·11		
Eastern Bengal	957	0·01	0·17	0·14	0·61	2,859	0·03		
Great Indian Peninsula (Darwha Pusaad Railway)	..	..	..	..	..	..	..		
North Western	1,47,883	0·10	0·83	2·03	2·09	2,99,813	0·20		
South Indian	13,464	0·07	0·69	1·21	3·10	14,578	0·08		

† Includes running Repairs and

* Includes workshop

‡ The figures for A. B., B. and N. W., B. N., B. B. & C. I., Burma, E. B., E. I.,

** Included under workshop repairs.

‡ Included under running repairs

Class I Railways for the year 1931-32—contd.

OF LOCOMOTIVE POWER.								
RUNNING REPAIRS—[B. II-1 (a)].			LOCOMOTIVES—(b) WORKSHOP REPAIRS [B.II-1 (b)]					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
80	81	82	83	84	85	86	87	
Rs.	As.		Rs.	Rs.	Rs.	As.		
0.24	2.45	3.03	25,95,895	0.16	0.35	3.66	4.53	5' 6" GAUGE, B. N.
0.25	2.21	2.40	11,86,017	0.15	0.33	3.00	3.24	B., B. & C. I.
0.19	1.50	1.94	8,57,730	0.12	0.30	2.33	3.01	E. B.
0.18	1.99	3.08	44,86,234	0.12	0.24	2.56	3.95	E. I.
0.23	1.94	2.16	24,95,482	0.13	0.28	2.43	2.69	G. I. P.
0.26	2.30	3.70	14,83,727	0.20	0.45	3.87	6.22	M. & S. M.
0.16	1.41	2.57	2,74,348	0.12	0.27	2.26	4.12	N. S.
0.31	2.79	3.26	44,27,641	0.16	0.37	3.30	3.87	N. W.
0.22	1.32	2.81	4,16,118	0.10	0.34	2.00	4.25	S. I.
0.29	1.43	2.62	2,67,651	0.06	0.24	1.20	2.19	3' 3 3/4" GAUGE, A. B.
**	**	**	†14,03,473	†0.14	†0.61	†2.80	†9.61	B. & N. W.
0.31	1.54	2.81	11,46,546	0.11	0.44	2.17	3.97	B., B. & C. I.
0.28	1.45	2.26	7,06,080	0.08	0.30	1.59	2.48	Burma.
0.21	1.14	1.73	3,16,431	0.07	0.27	1.42	2.15	E. B.
0.41	2.02	3.85	2,00,326	0.10	0.40	1.97	3.75	Jodhpur.
0.33	1.55	3.46	8,82,872	0.10	0.43	1.98	4.43	M. & S. M.
0.34	1.52	2.82	2,55,651	0.13	0.56	2.50	4.63	N. S.
*0.55	*2.07	*6.78	‡	‡	‡	‡	‡	R. & K.
0.34	1.24	3.08	4,75,828	0.07	0.34	1.23	3.06	S. I.
0.54	1.56	4.01	2,52,270	0.12	0.84	2.40	6.15	2' 6" & 2' 0" GAUGES— B. N.
1.22	1.88	6.70	19,560	0.05	0.50	0.77	2.73	B., B. & C. I.
0.51	0.41	1.82	22,765	0.20	4.01	3.31	14.5	E. B.
..	..	..	..	..	..	..	..	G. I. P.
1.68	4.12	4.23	1,98,021	0.13	1.11	2.72	2.79	N. W.
0.75	1.31	3.35	22,378	0.12	1.14	2.01	5.14	S. I.

Replacement and Renewal repairs.

Jodhpur and R. & K. Railways exclude, while those of other Railways include, credits on account of value of stores returned to stock.

H59CRAccts

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	EQUIPMENT (B. II. 3).					TOTAL ORDINARY REPAIRS AND		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses. under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
89	90	91	92	93	94	95	96	97
5' 6" GAUGE.	Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.
Bengal-Nagpur	4,73,610	0·03	0·06	0·67	0·83	†48,08,685	†0·30	†0·65
Bombay, Baroda and Central India	1,68,130	0·02	0·05	0·42	0·46	22,12,447	0·28	0·62
Eastern Bengal	2,05,611	0·03	0·07	0·56	0·72	†16,84,020	†0·23	†0·59
East Indian	7,48,566	0·02	0·04	0·43	0·66	†87,50,099	†0·24	†0·46
Great Indian Peninsula	4,30,702	0·02	0·05	0·43	0·47	†47,70,724	†0·24	†0·54
Madras and Southern Mahratta	4,09,416	0·05	0·11	1·07	1·71	27,59,237	0·37	0·84
Nizam's State	9,301	0·00	0·01	0·08	0·13	4,55,835	0·19	0·44
North Western	7,51,551	0·03	0·06	0·56	0·65	†83,04,737	†0·31	†0·68
South Indian	8,942	0·00	0·00	0·04	0·09	6,99,776	0·17	0·56
3' 3½" GAUGE.								
Assam-Bengal	1,10,664	0·02	0·10	0·50	0·91	6,78,885	0·15	0·61
Bengal and North-Western	66,128	0·00	0·03	0·13	0·45	*14,69,601	*0·14	*0·64
Bombay, Baroda and Central India	2,76,377	0·03	0·10	0·52	0·96	22,51,129	0·22	0·85
Burma	68,309	0·01	0·02	0·15	0·24	†13,87,067	†0·16	†0·60
Eastern Bengal	98,188	0·02	0·08	0·44	0·67	†6,84,244	†0·15	†0·57
Jodhpur	11,071	0·00	0·02	0·11	0·21	4,18,988	0·20	0·83
Madras and Southern Mahratta	1,70,472	0·02	0·08	0·38	0·85	15,20,394	0·18	0·73
Nizam's State	4,745	0·01	0·01	0·05	0·09	4,17,310	0·22	0·91
Rohilkund and Kumaon	14,040	0·00	0·03	0·13	0·43	2,34,820	0·11	0·58
South Indian	1,26,499	0·01	0·06	0·24	0·58	14,88,678	0·15	0·74
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	14,025	0·01	0·05	0·13	0·34	†4,22,859	†0·20	†1·40
Bombay, Baroda and Central India	45	0·00	0·00	0·00	0·01	67,561	0·16	1·72
Eastern Bengal	112	0·00	0·02	0·02	0·07	†25,736	†0·23	†4·54
Great Indian Peninsula (Darwa Pusaad Railway)	..	..	..	..	..	..	..	..
North-Western	46,415	0·03	0·26	0·63	0·64	†4,99,963	†0·33	†2·80
South Indian	171	0·00	0·01	0·01	0·04	37,131	0·20	1·90

* Includes Replacement

† The figures include

§ The figures for A. B., B. & N. W., B. N., B. B. & C. I., Burma, E. B., E. I., Jodhpur and R. & K. Railways exclude, while

Class I Railways for the year 1931-32—contd.

POWER—contd.

MAINTENANCE— (B-II.)		RUNNING STAFF—(B. III-1).					FUEL—(B. III-2).					Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
98	99	100	101	102	103	104	105	106	107	108	109	110
As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.		5' 6" GAUGE.
†6.79	†8.40	34,56,520	0.22	0.47	4.88	6.04	41,73,401	0.26	0.57	5.89	7.29	B. N.
5.59	6.05	23,43,370	0.30	0.65	5.93	6.40	44,35,811	0.57	1.25	11.2	12.1	B., B. & C. I.
†4.58	†5.91	12,68,152	0.16	0.45	3.45	4.44	20,53,827	0.27	0.72	5.59	7.21	E. B.
†4.99	†7.71	67,46,588	0.19	0.35	3.85	5.94	89,39,630	0.24	0.47	5.10	7.87	E. I.
†4.63	†5.15	63,57,874	0.33	0.72	6.19	6.86	92,28,988	0.47	1.04	8.96	9.97	G. I. P.
7.20	11.6	15,23,258	0.19	0.47	3.96	6.39	36,90,630	0.50	1.11	9.64	15.5	M. & S. M.
3.76	6.84	3,42,737	0.14	0.34	2.83	5.14	6,15,118	0.25	0.60	5.06	9.24	N. S.
†6.19	†7.25	59,13,745	0.22	0.48	4.40	5.16	1,43,17,684	0.53	1.17	10.7	12.5	N. W.
3.36	7.15	7,92,545	0.20	0.64	3.81	8.09	22,97,921	0.57	1.85	11.0	23.5	S. I.
												3' 3 3/4" GAUGE.
3.04	5.55	4,32,544	0.09	0.39	1.94	3.53	14,56,402	0.32	1.31	6.52	11.9	A. B.
*2.93	*10.1	5,79,112	0.06	0.25	1.16	3.97	15,25,715	0.16	0.66	3.04	10.5	B. & N. W.
4.25	7.80	22,00,239	0.22	0.83	4.16	7.62	34,52,617	0.34	1.30	6.52	12.0	B., B. & C. I.
†3.12	†4.87	16,76,505	0.19	0.72	3.78	5.88	35,09,369	0.40	1.53	7.91	12.3	Burma.
†3.08	†4.65	6,16,866	0.14	0.52	2.77	4.20	11,33,175	0.26	0.93	5.10	7.71	E. B.
4.12	7.84	2,03,302	0.09	0.40	2.00	3.31	6,01,696	0.29	1.20	5.92	11.3	Jodhpur.
3.42	7.64	14,63,137	0.16	0.70	3.28	7.30	27,43,656	0.32	1.32	6.16	13.8	M. & S. M.
4.08	7.56	2,73,410	0.14	0.59	2.68	4.95	5,49,038	0.28	1.20	5.37	9.94	N. S.
2.20	7.22	1,25,599	0.06	0.32	1.18	3.86	4,82,482	0.23	1.18	4.52	14.8	R. & K.
2.71	6.73	18,02,952	0.19	0.90	3.29	8.16	31,38,569	0.32	1.56	5.73	14.2	S. I.
												2' 6" & 2' 0" GAUGES.
†4.02	†10.3	2,75,824	0.12	0.91	2.62	6.72	4,00,704	0.18	1.33	3.81	9.76	B. N.
2.65	9.42	51,863	0.12	1.32	2.63	7.24	88,851	0.20	2.26	3.48	12.4	B., B. & C. I.
†3.74	†16.4	16,997	0.14	3.00	2.48	10.8	7,616	0.07	1.35	1.40	4.84	E. B.
..	..	..	..	..	..	..	..	..	..	..	..	G. I. P.
†6.87	†7.05	4,04,545	0.27	2.26	5.56	5.71	3,85,438	0.59	4.94	12.2	12.5	N. W.
3.33	8.53	39,498	0.21	2.01	3.55	9.07	76,535	0.40	3.92	6.87	17.6	S. I.

and Renewal,

credits for released materials.

those of other Railways include credits on account of value of stores returned to stock.

H59CRAccts

202

30.—§ Analysis of operating expenses of

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	WATER, WAGES, OIL, TALLOW AND OTHER STORES—B. III (3) AND (4).					TOTAL OPERATING EXPENSES—		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
	112	113	114	115	116	117	118	119
111								
5' 6" GAUGE.	Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.
Bengal-Nagpur	5,53,960	0·03	0·07	0·79	0·97	80,70,057	0·50	1·10
Bombay, Baroda and Central India	3,72,369	0·05	0·11	0·94	1·02	72,06,523	0·93	2·02
Eastern Bengal	1,97,983	0·03	0·07	0·54	0·70	36,26,672	0·48	1·27
East Indian	14,33,308	0·04	0·08	0·81	1·26	1,73,08,432	0·47	0·91
Great Indian Peninsula	11,25,691	0·05	0·13	1·09	1·21	1,70,16,737	0·87	1·92
Madras and Southern Mahratta	2,65,797	0·04	0·08	0·70	1·11	54,00,106	0·73	1·64
Nizam's State	1,01,698	0·05	0·10	0·84	1·52	11,73,266	0·49	1·51
North Western	14,05,449	0·06	0·12	1·05	1·23	2,16,60,439	0·80	1·78
South Indian	1,79,533	0·04	0·15	0·86	1·83	33,89,094	0·84	2·74
3' 3½" GAUGE.								
Assam Bengal	1,36,383	0·03	0·12	0·61	1·12	20,98,361	0·44	1·80
Bengal and North Western	2,64,473	0·03	0·11	0·53	1·80	28,81,018	0·30	1·23
Bombay, Baroda and Central India	3,51,346	0·03	0·13	0·66	1·22	60,00,199	0·59	2·27
Burma	4,08,261	0·04	0·18	0·92	1·43	56,36,631	0·64	2·45
Eastern Bengal	95,764	0·02	0·08	0·43	0·65	18,53,537	0·42	1·54
Jodhpur	1,26,877	0·06	0·25	1·25	2·37	10,40,000	0·50	2·06
Madras and Southern Mahratta	3,10,637	0·04	0·15	0·70	1·56	44,48,862	0·52	2·14
Nizam's State	1,02,892	0·06	0·21	1·00	1·86	9,47,958	0·49	2·07
Rohilkund and Kumaon	70,300	0·04	0·16	0·66	2·17	6,84,589	0·33	1·67
South Indian	3,25,663	0·03	0·17	0·59	1·47	54,12,027	0·55	2·69
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	95,092	0·05	0·32	0·91	2·32	7,66,717	0·35	2·54
Bombay, Baroda and Central India	17,202	0·04	0·44	0·68	2·40	1,61,208	0·37	4·11
Eastern Bengal	2,780	0·03	0·48	0·40	1·77	27,568	0·24	4·86
Great Indian Peninsula (Darwha Pusaad Railway)	..	..	..	..	..	..	..	..
North Western	1,29,969	0·06	0·56	1·38	1·41	14,05,895	0·93	7·86
South Indian	8,692	0·05	0·45	0·78	2·00	1,27,621	0·67	6·53

§ The figures for A. B., B. & N. W., B. N., B. E. & C. I., Burma, E. B. other Railways include credit

Class I Railways for the year 1931-32—contd.

POWER—concd.

(B. III.)		REPLACEMENT AND RENEWAL TOTAL APPROPRIATION TO DEPRECIATION FUND					TOTAL MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—LESS VALUE OF STORES RETURNED TO STOCK—(TOTAL ABSTRACT B).					Railway.
Per train mile.	Percentage of total working expenses, under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
120	121	122	123	124	125	126	127	128	129	130	131	132
As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.		5' 6" GAUGE.
11.4	14.1	7,79,527	0.05	0.11	1.10	1.36	1,50,28,172	0.94	2.04	21.2	26.2	B. N.
18.2	19.7	5,80,766	0.07	0.16	1.47	1.59	1,07,22,117	1.38	3.01	27.1	29.4	B., B. & C. I.
9.86	12.7	10,93,669	0.15	0.38	2.98	3.84	70,54,856	0.94	2.46	19.2	24.8	E. B.
9.86	15.3	37,63,091	0.10	0.19	2.14	3.31	3,26,33,420	0.89	1.71	18.6	28.8	E. I.
16.5	18.4	30,07,661	0.15	0.34	2.92	3.25	2,67,26,608	1.36	3.02	26.0	28.9	G. I. P.
14.1	22.7	5,90,891	0.08	0.18	1.54	2.48	93,65,673	1.26	2.85	24.5	39.3	M. & S. M.
9.67	17.6	1,48,710	0.06	0.15	1.22	2.23	19,30,386	0.80	1.89	15.9	29.0	N. S.
16.2	18.9	31,59,203	0.12	0.26	2.36	2.76	3,52,68,466	1.31	2.96	26.3	30.8	N. W.
16.3	34.6	1,65,254	0.04	0.13	0.79	1.68	44,81,766	1.11	3.61	21.5	45.8	S. I.
3' 3 1/4" GAUGE.												
8.99	16.4	83,980	0.02	0.07	0.38	0.68	30,65,939	0.68	2.75	13.7	25.1	A. B.
5.75	19.7	*	*	*	*	*	46,75,918	0.47	2.01	9.33	32.0	B. & N. W.
11.3	20.8	4,04,125	0.04	0.15	0.76	1.40	96,31,402	0.95	3.64	18.2	33.3	B., B. & C. I.
12.7	19.8	7,98,530	0.09	0.35	1.80	2.80	85,93,292	0.97	3.74	19.4	30.2	Burma.
8.33	12.6	5,52,927	0.13	0.46	2.48	3.76	33,83,731	0.77	2.81	15.2	23.0	E. B.
10.2	19.5	16,787	0.01	0.03	0.17	0.31	15,96,637	0.76	3.16	15.7	29.9	Jodhpur.
9.99	22.3	8,05,982	0.09	0.39	1.81	4.05	72,67,933	0.85	3.50	16.3	36.5	M. & S. M.
9.27	17.2	85,463	0.04	0.19	0.83	1.55	15,90,730	0.82	3.48	15.6	28.8	N. S.
6.42	21.1	77,060	0.04	0.20	0.73	2.37	10,85,183	0.52	2.66	10.2	33.4	R. & K.
9.88	24.5	3,43,333	0.03	0.17	0.63	1.55	78,17,234	0.79	3.89	14.3	35.4	S. I.
2' 6" & 2' 0" GAUGES.												
7.30	18.7	...	..	..	..	..	13,20,195	0.61	4.37	12.6	32.2	B. N.
6.32	22.5	29,198	0.07	0.74	1.15	4.07	2,67,251	0.62	6.81	10.5	37.3	B., B. & C. I.
4.01	17.5	4,443	0.04	0.78	0.65	2.83	58,704	0.52	10.4	8.54	37.4	E. B.
..	..	..	..	..	..	..	(a) 8,878	0.39	3.86	0.39	23.9	G. I. P.
19.3	19.8	2,07,417	0.14	1.16	2.85	2.93	23,28,946	1.45	13.0	29.5	32.5	N. W.
11.7	29.3	177	0.00	0.01	0.02	0.04	1,78,393	0.94	9.13	16.0	41.1	S. I.

* Included in the respective heads.

E. I., Jodhpur and R. & K. Railways exclude, while those of
on account of value of stores returned to stock.

(a) Details not available.

30.—§ Analysis of operating expenses of

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	GENERAL ADMINISTRATION—C. I.				COACHING VEHICLES—(a).	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G. 137	Total amount.	Per 1,000 vehicle miles.
133	134	135	136		138	139
5' 6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur	4,80,329	1.50	0.68	0.84	4,21,777	5.31
Bombay, Baroda and Central India	2,74,753	1.61	0.69	0.75	3,45,581	5.19
Eastern Bengal	3,74,499	2.64	1.02	1.31	1,84,523	2.39
East Indian	12,16,666	1.40	0.69	1.07	6,16,897	2.19
Great Indian Peninsula	8,16,572	1.78	0.70	0.88	4,46,245	2.41
Madras and Southern Mahratta	2,51,153	1.77	0.65	1.05	1,44,397	2.53
Nizam's State	63,493	1.51	0.52	0.95	7,432	0.54
North Western	10,55,667	1.88	0.79	0.92	5,87,088	2.37
South Indian	68,621	1.26	0.33	0.70	31,681	1.06
3' 3½" GAUGE.						
Assam-Bengal	1,21,241	1.27	0.54	0.99	38,206	0.89
Bengal and North Western	1,20,729	0.61	0.24	0.83	**	**
Bombay, Baroda and Central India	4,70,212	2.11	0.89	1.63	1,74,403	1.89
Burma	3,18,415	1.77	0.72	1.12	78,421	1.01
Eastern Bengal	1,62,280	1.52	0.73	1.10	1,34,200	2.77
Jodhpur	1,09,411	2.50	1.08	2.05	22,497	1.25
Madras and Southern Mahratta	1,52,541	0.99	0.34	0.77	70,434	1.25
Nizam's State	55,668	1.81	0.55	1.01	8,122	0.59
Rohilkund and Kumaon	35,304	1.13	0.33	1.09	**	**
South Indian	1,95,891	1.13	0.35	0.89	1,08,121	1.10
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	43,173	1.22	0.41	1.05	41,704	2.05
Bombay, Baroda and Central India	2,567	0.52	0.10	0.36	16,294	4.87
Eastern Bengal	990	0.90	0.14	0.63	1,043	1.01
Great Indian Peninsula (Darwha Fusad Railway)	..	..	..	..	..	..
North Western	42,933	2.34	0.54	0.60	52,106	6.17
South Indian	4,374	1.45	0.39	1.01	4,349	2.01

§ The figures for A. B., B. & N. W., B. N., B. B. & C. I., Burma, E. B., those of other Railways include
 ** Included in workshop

Class I Railways for the year 1931-32—contd.

AND WAGON STOCK.

RUNNING REPAIRS— [C. II-1 (a).]		COACHING VEHICLES—(b) WORKSHOP REPAIRS— [C. II-1 (b)].				GOODS VEHICLES—(a) RUNNING REPAIRS— [C. II-3 (a).]				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G. 141	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G. 145	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G. 149	
140		142	143	144	145	146	147	148	149	150
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" GAUGE—
0.59	0.74	14,23,446	17.9	2.01	2.49	9,73,539	4.47	1.37	1.70	B. N.
0.87	0.94	11,56,064	17.3	2.92	3.16	4,90,160	4.69	1.24	1.34	B., B. & C. I.
0.50	0.65	4,92,954	6.39	1.34	1.73	1,76,623	2.74	0.48	0.62	E. B.
0.35	0.54	31,15,965	11.1	1.78	2.75	21,64,665	3.67	1.23	1.91	E. I.
0.38	0.48	22,12,556	12.9	1.90	2.39	12,00,687	4.36	1.03	1.29	G. I. P.
0.38	0.61	6,64,467	11.6	1.74	2.79	2,05,296	2.43	0.54	0.86	M. & S. M.
0.06	0.11	1,47,975	10.7	1.22	2.22	1,08,463	3.83	0.90	1.63	N. S.
0.44	0.51	23,91,210	9.65	1.78	2.09	15,39,060	4.89	1.15	1.34	N. W.
0.15	0.32	1,78,040	5.97	0.86	1.82	18,963	0.77	0.69	0.20	S. I.
0.17	0.31	3,32,881	7.80	1.49	2.72	68,487	1.30	0.31	0.56	3' 3 1/2" GAUGE—
**	**	*5,38,745	*5.50	*1.08	*3.69	**	**	**	**	A. B.
0.33	0.61	8,88,052	9.62	1.68	3.07	2,42,619	1.85	0.46	0.84	B. & N. W.
0.18	0.27	4,27,066	5.48	0.96	1.56	1,43,742	1.41	0.32	0.50	B., B. & C. I.
0.60	0.91	4,28,621	8.63	1.93	2.92	91,671	1.58	0.41	0.62	Burma.
0.22	0.42	1,85,446	10.3	1.82	3.47	34,574	1.35	0.34	0.65	E. B.
0.16	0.35	4,78,309	8.49	1.07	2.43	1,44,626	1.48	0.53	0.73	Jodhpur.
0.08	0.15	1,65,297	12.0	1.62	3.00	23,648	1.39	0.23	0.43	M. & S. M.
**	**	†1,20,100	†8.09	†1.13	†3.70	**	**	**	**	N. S.
0.20	0.49	5,06,861	5.14	0.92	2.29	47,548	0.63	0.09	0.22	R. & K.
0.40	1.02	1,50,806	7.43	1.44	3.67	40,823	2.73	0.39	0.99	S. I.
0.64	2.27	5,058	1.51	0.20	0.70	25,966	15.9	1.02	3.62	2' 6" & 2' 0" GAUGES—
0.15	0.66	3,310	3.21	0.48	2.11	1,097	16.5	0.16	0.70	B. N.
..	..	..	..	..	..	..	..	..	..	B., B. & C. I.
0.66	0.73	79,981	9.46	1.01	1.12	79,342	8.04	1.01	1.11	E. B.
0.38	1.00	186	0.08	0.02	0.04	1,122	1.34	0.10	0.26	G. I. P.
										N. W.
										S. I.

* Includes Running Repairs and Replacement and Renewal.

† Includes Running Repairs.

E. I., Jodhpur and R. & K. Railways exclude, while credits on account of value of stores returned to stock. Repairs.

30.—§ Analysis of operating expenses of

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE						
	GOODS VEHICLES—(b) WORKSHOP REPAIRS— [C. II.-3 (b)].				EQUIPMENT		
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abs- tracts A. to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.
	152	153	154	155	156	157	158
151							
5' 6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.
Bengal-Nagpur	15,72,601	6.54	2.22	2.75	1,38,336	0.43	0.19
Bombay, Baroda and Central India	6,40,966	6.13	1.62	1.75	74,800	0.43	0.20
Eastern Bengal	4,14,708	6.42	1.13	1.46	91,871	0.64	0.25
East Indian	24,62,424	4.16	1.40	2.16	3,92,911	0.45	0.22
Great Indian Peninsula	10,04,999	3.65	0.86	1.08	2,92,329	0.63	0.26
Madras and Southern Mahratta	4,25,530	5.03	1.11	1.79	72,352	0.52	0.19
Nizam's State	2,63,618	9.31	2.17	3.96	2,929	0.07	0.02
North Western	15,74,511	5.00	1.18	1.38	2,86,904	0.51	0.21
South Indian	44,028	1.80	0.21	0.45	3,998	0.06	0.02
3' 3½" GAUGE.							
Assam-Bengal	2,62,257	5.00	1.17	2.15	6,197	0.07	0.03
Bengal and North Western	*4,75,475	*4.69	*0.95	*3.26	32,556	0.16	0.06
Bombay, Baroda and Central India	3,67,727	2.81	0.69	1.27	1,19,005	0.54	0.22
Burma	6,86,520	6.73	1.55	2.41	79,335	0.44	0.18
Eastern Bengal	2,47,586	4.26	1.11	1.68	16,242	0.15	0.07
Jodhpur	1,43,480	5.59	1.41	2.69	10,322	0.24	0.10
Madras and Southern Mahratta	3,28,246	3.35	0.74	1.65	28,727	0.19	0.06
Nizam's State	96,171	5.67	0.94	1.74	1,609	0.06	0.01
Rohilkund and Kumaon	†69,615	†4.23	†0.65	†2.14	4,654	0.15	0.04
South Indian	2,06,749	2.76	0.37	0.93	42,976	0.25	0.08
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	76,932	5.14	0.73	1.87	1,417	0.04	0.01
Bombay, Baroda and Central India	1,200	0.74	0.05	0.17	..	..	..
Eastern Bengal	448	6.73	0.07	0.28	4	0.01	0.00
Great Indian Peninsula (Darwha Pused Railway)	..	..	..	..	..	..	..
North Western	38,684	3.92	0.49	0.54	10,071	0.55	0.13
South Indian	—691	—0.83	—0.06	—0.16	71	0.02	0.01

* Includes Running Repairs and Replacement and Renewal.
† Includes Running Repairs. § The figures for A. B., B. & N. W., B. N., R. B. & C. I., Burma, E. B., of other Railways include credits on account

Class I Railways for the year 1931-32—contd.

AND WAGON STOCK—contd.

(C. II-5).	TOTAL ORDINARY REPAIRS AND MAINTENANCE—(C. II.).				OPERATING EXPENSES—(C. III).				Railway.
Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
159	160	161	162	163	164	165	166	167	168
	Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" Gauge—
0.23	†46,09,692	†14.4	†6.50	†8.05	7,40,996	2.32	1.05	1.29	B. N.
0.20	25,68,386	15.0	6.49	7.02	4,34,552	2.54	1.10	1.19	B., B. & C. I.
0.32	†13,12,658	†9.26	†3.57	†4.61	3,42,294	2.42	0.93	1.20	E. B.
0.35	†82,14,353	†9.43	†4.68	†7.24	16,41,940	1.88	0.93	1.45	E. I.
0.32	†52,17,705	†11.3	†4.48	†5.63	19,02,708	4.13	1.63	2.06	G. I. P.
0.30	15,32,541	10.8	4.00	6.43	2,05,523	1.45	0.54	0.86	M. & S. M.
0.04	5,33,476	12.7	4.40	8.01	95,049	2.25	0.79	1.43	N. S.
0.25	†61,07,629	†10.9	†4.55	†5.33	27,33,125	4.86	2.04	2.29	N. W.
0.03	2,76,266	5.10	1.33	2.82	1,54,487	2.84	0.75	1.58	S. I.
0.05	7,05,856	7.42	3.16	5.77	1,08,035	1.13	0.49	0.88	3' 3½" Gauge.
0.22	†10,47,999	†5.26	†2.09	†7.18	1,20,087	0.60	0.24	0.82	A. B.
0.42	18,44,430	8.27	3.48	6.39	3,74,529	1.68	0.71	1.30	B. & N. W.
0.28	†13,94,188	†7.75	†3.14	†4.89	2,01,159	1.12	0.45	0.71	B., B. & C. I.
0.11	†9,29,521	†8.71	†4.18	†6.32	4,11,229	3.86	1.85	2.80	Burma.
0.19	3,98,981	9.12	3.92	7.47	1,76,950	4.04	1.74	3.31	E. B.
0.15	10,32,306	6.70	2.32	5.18	1,55,806	1.01	0.35	0.78	Jodhpur.
0.02	2,97,425	9.69	2.91	5.39	50,190	1.64	0.49	0.91	M. & S. M.
0.14	1,94,985	6.23	1.83	6.00	39,515	1.26	0.37	1.21	N. S.
0.19	9,19,806	5.30	1.07	4.16	3,66,515	2.10	0.66	1.56	R. & K.
0.04	†3,07,745	†8.73	†2.93	†7.50	72,410	2.05	0.69	1.76	S. I.
..	48,055	9.66	1.89	6.70	17,305	3.48	0.68	2.41	2' 6" & 2' 0" Gauges.
0.00	†5,902	†5.37	†0.86	†3.75	3,137	2.85	0.46	2.00	B. N.
..	..	..	..	..	..	..	..	..	B., B. & C. I.
0.14	†2,60,716	†14.2	†3.30	†3.64	1,56,582	8.55	1.98	2.19	E. B.
0.02	5,038	1.67	0.45	1.16	8,232	2.74	0.75	1.89	G. I. P.

†The figures include credits for released materials.

E. I., Jodhpur and R. & K. Railways exclude, while those of value of stores returned to stock.

H59CRAccts.

30.—§ Analysis of operating expenses of

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE AND WAGON STOCK—concl.							
	REPLACEMENT AND RENEWAL TOTAL APPROPRIATION TO DEPRECIATION FUND				C-IV. TOTAL MAINTENANCE OF CARRIAGE AND WAGON STOCK LESS VALUE OF STORES RETURNED TO STOCK.—(TOTAL ABSTRACT C.)			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G. 173	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G. 177
169	170	171	172	173	174	175	176	177
5' 6" GAUGE.								
Bengal-Nagpur	Rs. 33,79,618	Rs. 10.6	As. 4.77	5.91	Rs. 91,85,167	Rs. 28.7	As. 13.0	16.1
Bombay, Baroda and Central India	4,39,670	2.57	1.11	1.20	36,90,557	21.5	9.32	10.1
Eastern Bengal	16,86,560	11.9	4.59	5.92	37,06,595	26.2	10.1	13.0
East Indian	73,36,175	8.43	4.18	6.46	1,80,70,342	20.8	10.3	15.9
Great Indian Peninsula	47,18,053	10.3	4.05	5.09	1,26,55,038	27.5	10.9	13.7
Madras and Southern Mahratta	5,92,553	4.18	1.55	2.49	25,81,770	18.2	6.74	10.8
Nizam's State	2,50,230	5.94	2.06	3.75	9,42,248	22.4	7.77	14.1
North Western	56,29,793	10.0	4.20	4.92	1,55,26,214	27.6	11.6	13.6
South Indian	1,58,996	2.93	0.76	1.62	6,58,370	12.1	3.16	6.72
3' 3½" GAUGE.								
Assam-Bengal	36,429	0.85	0.16	0.30	9,67,793	10.2	4.33	7.91
Bengal and North-Western	*	*	*	*	12,88,815	6.47	2.57	8.83
Bombay, Baroda and Central India	8,00,219	3.59	1.51	2.77	34,11,892	15.3	6.44	11.8
Burma	13,40,830	7.46	3.02	4.71	32,48,354	18.1	7.31	11.4
Eastern Bengal	8,88,284	8.31	3.98	6.03	23,86,918	22.4	10.7	16.2
Jodhpur	1,03,616	2.37	1.62	1.94	7,85,235	18.0	7.72	14.7
Madras and Southern Mahratta	6,24,187	4.05	1.40	3.14	19,64,840	12.7	4.41	9.87
Nizam's State	1,87,432	6.10	1.83	3.39	5,90,715	19.2	5.78	10.7
Rohilkund and Kumaon	21,477	0.68	0.20	0.66	2,91,275	9.30	2.73	8.96
South Indian	2,45,218	1.41	0.45	1.11	17,27,430	10.0	3.13	7.81
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	27,319	0.78	0.26	0.67	4,50,042	12.8	4.28	11.0
Bombay, Baroda and Central India	1,506	0.92	0.05	0.21	69,433	14.0	2.72	9.68
Eastern Bengal	11,740	10.7	1.71	7.47	21,769	19.8	3.17	13.9
Great Indian Peninsula (Darwha Pusad Railway)	..	..	..	..	(a) 765	3.31	0.08	2.06
North Western	2,15,087	11.7	2.73	3.00	6,75,323	36.8	8.55	9.43
South Indian	—66	—0.02	—0.01	—0.02	17,578	5.85	1.58	4.04

* Included in the respective heads.

§ The figures for A. B., B. & N. W., B. N., B. B. & C. I., Burma, E. B. those of other Railways include those of other Railways include (a) Details not available.

Class I Railways for the year 1931-32—contd.

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT.

GENERAL ADMINISTRATION—(E. I.)			STATION STAFF—E. III. 1 (b).			TRAIN STAFF INCLUDING THEIR MILEAGE AND OVERTIME—E. III. 1 (c & d).			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
178	179	180	181	182	183	184	185	186	187
Rs.	As.		Rs.	As.		Rs.	As.		5' 6" GAUGE.
12,95,786	1·83	2·26	40,54,925	5·72	7·08	13,27,973	1·88	2·32	B. N.
7,84,700	1·98	2·15	42,64,443	10·8	11·7	6,87,335	1·74	1·88	B. B. & C. I.
6,20,295	1·69	2·18	33,35,874	9·07	11·7	6,12,695	1·66	2·15	E. B.
26,34,527	1·50	2·32	1,05,08,320	5·99	9·26	30,88,526	1·76	2·72	E. I.
18,58,715	1·37	2·01	56,69,369	4·17	6·12	22,79,473	1·67	2·47	G. I. P.
3,72,815	0·97	1·57	18,24,894	4·76	7·66	4,43,601	1·16	1·85	M. & S. M.
1,63,632	1·35	2·46	3,77,694	3·11	5·67	1,20,640	1·00	1·81	N. S.
20,22,497	1·51	1·77	1,12,78,422	8·41	9·85	22,37,611	1·67	1·95	N. W.
1,46,276	0·70	1·49	5,58,865	2·68	5·71	2,01,733	0·97	2·06	S. I.
									3' 3½" GAUGE.
3,10,825	1·39	2·54	11,29,093	5·05	9·23	2,19,965	0·98	1·80	A. R.
4,89,632	0·98	3·35	14,43,530	2·88	9·89	3,81,024	0·76	2·61	B. & N. W.
5,70,936	1·08	1·98	24,78,996	4·68	8·59	6,89,944	1·30	2·39	B. B. & C. I.
6,72,578	1·51	2·36	23,47,914	5·29	8·24	5,21,802	1·17	1·83	Burma.
5,26,930	2·37	3·58	13,08,976	5·89	8·91	2,74,360	1·23	1·87	E. B.
1,25,908	1·24	2·35	3,10,008	3·05	5·80	93,560	0·92	1·75	Jodhpur.
3,40,720	0·76	1·71	14,81,632	5·33	7·45	4,39,340	0·99	2·20	M. & S. M.
1,39,921	1·37	2·54	3,79,814	3·71	6·88	1,06,323	1·04	1·92	N. S.
99,123	0·93	3·05	2,76,419	2·60	8·50	51,216	0·48	1·57	R. & K.
4,24,143	0·77	1·92	17,60,860	3·20	7·96	5,06,896	0·92	2·30	S. I.
									2' 6" & 2' 0" GAUGES.
73,103	0·70	1·78	2,82,165	2·68	6·87	1,13,218	1·08	2·76	B. N.
5,131	0·20	0·72	56,591	2·22	7·89	8,920	0·34	1·24	B. B. & C. I.
919	0·13	0·59	21,973	3·20	14·0	358	0·05	0·23	E. B.
..	..	..	..	..	..	..	..	..	G. I. P.
1,59,064	2·02	2·22	4,23,490	5·37	5·92	1,59,355	2·02	2·23	N. W.
13,325	1·20	3·06	21,683	1·95	4·99	10,275	0·92	2·37	S. I.

E. I., Jodhpur and R. & K. Railways exclude, while credits on account of value of stores returned to stock.

30.—§Analysis of operating expenses of

Railway.	TABLE E.—EXPENSES OF					
	OTHER STAFF.—E. III. 1 (a & e).			FIRES, LIGHTS, GENERAL STORES, WATER FOR STATIONS, SHEDS AND TRAINS AND ALSO WATER FOR TRANSIT—(E. III. 2 & 3.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
188	189	190	191	192	193	194
5' 6" GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	3,65,733	0·51	0·64	6,80,847	0·96	1·19
Bombay, Baroda and Central India	4,06,033	1·02	1·11	2,35,983	0·59	0·65
Eastern Bengal	4,92,971	1·34	1·73	3,68,534	1·00	1·29
East Indian	13,23,208	0·75	1·16	18,63,090	1·06	1·64
Great Indian Peninsula	8,52,581	0·63	0·92	12,07,044	0·89	1·30
Madras and Southern Mahratta	1,31,576	0·35	0·54	4,53,384	1·18	1·89
Nizam's State	40,515	0·33	0·61	63,856	0·53	0·96
North Western	4,46,276	0·33	0·39	10,60,576	0·79	0·93
South Indian	93,874	0·45	0·96	1,75,692	0·84	1·80
3' 3½" GAUGE.						
Assam-Bengal	1,42,346	0·64	1·17	1,86,430	0·83	1·52
Bengal and North-Western	..	..	..	3,62,756	0·73	2·48
Bombay, Baroda and Central India	3,58,023	0·68	1·24	1,54,567	0·29	0·54
Burma	2,65,328	0·60	0·93	3,79,820	0·85	1·33
Eastern Bengal	38,389	0·17	0·26	75,110	0·34	0·51
Jodhpur	40,044	0·39	0·75	1,08,989	1·07	2·04
Madras and Southern Mahratta	1,26,532	0·29	0·63	3,87,623	0·87	1·95
Nizam's State	39,188	0·38	0·71	69,084	0·67	1·25
Rohilkund and Kumaon	21,654	0·20	0·67	81,491	0·77	2·51
South Indian	2,49,084	0·45	1·12	4,75,796	0·87	2·16
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	13,701	0·13	0·33	27,624	0·26	0·68
Bombay, Baroda and Central India	2,877	0·11	0·40	2,671	0·11	0·37
Eastern Bengal	..	..	..	24	0·00	0·02
Great Indian Peninsula (Darwha Pusaad Railway)	..	..	..	..	..	..
North Western	41,507	0·53	0·58	85,002	1·08	1·18
South Indian	7,225	0·65	1·66	5,374	0·48	1·23

§The figures for A. B., B. and N. W., B. N., B. E., and C. I., Burma, E. B., those of other Railways include

Class I Railways for the year 1931-32—contd.

TRAFFIC DEPARTMENT—contd.

CLOTHING—(E.III.4.)			STATIONERY FORMS AND TICKETS—(E. III.5.)			COMPENSATION FOR GOODS, ETC., LOST OR DAMAGED—(E.III.10.)			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
195	196	197	198	199	200	201	202	203	204
Rs.	As.		Rs.	As.		Rs.	As.		5' 6" GAUGE.
1,12,125	0.16	0.20	2,09,018	0.29	0.36	11,894	0.02	0.02	B. N.
61,218	0.16	0.17	1,49,390	0.38	0.41	26,336	0.07	0.07	B. B. & C. I.
17,229	0.05	0.06	1,83,184	0.50	0.64	25,115	0.07	0.09	E. B.
1,68,535	0.10	0.15	4,29,216	0.25	0.38	90,624	0.05	0.08	E. I.
1,14,811	0.08	0.12	3,56,016	0.26	0.38	1,11,645	0.08	0.12	G. I. P.
26,422	0.07	0.11	1,30,587	0.34	0.55	30,510	0.08	0.13	M. & S. M.
16,967	0.14	0.25	41,523	0.34	0.62	6,229	0.05	0.09	N. S.
2,83,059	0.21	0.25	5,96,383	0.44	0.53	62,262	0.05	0.06	N. W.
8,849	0.04	0.09	81,679	0.39	0.83	5,116	0.03	0.05	S. I.
									3' 3½" GAUGE.
12,180	0.04	0.10	61,566	0.28	0.50	10,303	0.05	0.08	A. B.
32,037	0.06	0.22	1,06,692	0.21	0.73	25,291	0.05	0.17	B. & N. W.
40,806	0.08	0.14	97,044	0.18	0.34	20,476	0.04	0.07	B. B. & C. I.
35,051	0.08	0.12	1,40,514	0.32	0.49	11,947	0.03	0.04	Burma.
30,644	0.14	0.21	96,248	0.43	0.65	21,896	0.10	0.15	E. B.
11,066	0.11	0.21	27,740	0.27	0.52	1,737	0.02	0.03	Jodhpur.
31,881	0.07	0.16	1,49,835	0.33	0.75	21,047	0.05	0.11	M. & S. M.
17,098	0.17	0.31	36,914	0.36	0.67	5,749	0.06	0.10	N. S.
6,752	0.06	0.20	28,231	0.27	0.87	4,574	0.04	0.14	R. & K.
32,735	0.06	0.15	1,95,711	0.36	0.88	8,601	0.02	0.04	S. I.
									2' 6" & 2' 0" GAUGES.
4,577	0.04	0.11	3,800	0.04	0.09	—16	—0.00	—0.00	B. N.
1,089	0.04	0.15	8,887	0.35	1.24	98	0.00	0.01	B. B. & C. I.
38	0.01	0.02	225	0.03	0.14	2	0.00	0.00	E. B.
..	..	..	..	..	..	..	..	..	G. I. P.
28,026	0.35	0.39	36,263	0.46	0.51	3,638	0.05	0.05	N. W.
407	0.04	0.09	6,486	0.58	1.49	15	0.00	0.00	S. I.

E. I., Jodhpur and R. & K. Railways exclude, while credits on account of value of stores returned to stock.

Railway.	TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT— <i>concd.</i>					
	TOTAL OPERATING EXPENSES—(E.III).			TOTAL EXPENSES OF TRAFFIC DEPARTMENT —LESS VALUE OF STORES RETURNED TO STOCK—(TOTAL ABSTRACT E.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
205	206	207	208	209	210	211
5' 6" GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	77,55,280	10·9	13·6	90,79,134	12·8	15·9
Bombay, Baroda and Central India	61,73,986	15·6	16·9	70,10,317	17·7	19·2
Eastern Bengal	50,28,294	13·7	17·7	57,34,006	15·6	20·1
East Indian	2,05,72,041	11·7	18·1	2,34,26,578	13·3	20·6
Great Indian Peninsula	1,16,09,834	8·54	12·5	1,36,12,315	10·0	14·7
Madras and Southern Mahratta	30,95,268	8·08	13·0	34,85,839	9·10	14·6
Nizam's State	8,52,675	7·03	12·8	10,20,376	8·41	15·3
North Western	1,54,80,577	11·5	13·5	1,76,39,318	13·1	15·4
South Indian	11,02,353	5·29	11·3	12,57,344	6·03	12·8
3' 3½" GAUGE.						
Assam-Bengal	23,26,948	10·4	19·0	26,45,788	11·8	21·6
Bengal and North-Western	24,28,181	4·85	16·6	28,92,522	5·77	19·8
Bombay, Baroda and Central India	41,19,529	7·78	14·3	47,24,622	8·92	16·4
Burma	38,90,672	8·69	13·6	44,97,506	10·1	15·8
Eastern Bengal	19,99,535	8·99	13·6	25,67,813	11·5	17·5
Jodhpur	7,11,509	6·99	13·3	8,55,695	8·41	16·0
Madras and Southern Mahratta	27,77,996	6·24	14·0	31,37,313	7·04	15·8
Nizam's State	7,09,204	6·94	12·8	8,52,783	8·34	15·4
Rohilkund and Kumaon	3,55,054	3·33	10·9	4,65,971	4·37	14·3
South Indian	32,93,600	5·99	14·9	37,36,517	6·79	16·9
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	4,80,372	4·57	11·7	5,56,897	5·30	13·6
Bombay, Baroda and Central India	1,13,481	4·45	15·8	1,19,411	4·68	16·7
Eastern Bengal	22,620	3·29	14·4	23,701	3·45	15·1
Great Indian Peninsula (Darwha Pusaad Railway)	..	..	..	(a) 4,454	9·19	12·0
North Western	8,15,494	10·3	11·4	9,82,914	12·4	13·7
South Indian	51,593	4·63	11·9	65,360	5·87	15·0

§The figures for A. B., E. & N. W., B. N., B. B. & C. I., Burma, E. B. while those of other Railways include—

(a) Details are not available.

Class I Railways for the year 1931-32—contd.

TABLE F.—EXPENSES OF GENERAL DEPARTMENT.												
GENERAL ADMINISTRATION, HOME EXPENDITURE—[F. I. 1 to 4.]			AGENT'S OFFICE—[F. I. 5 (a).]			ACCOUNTS AND AUDIT DEPARTMENT—[F. I. 5 (b).]			STORES DEPARTMENT—[F. I. 5 (c).]			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
212	213	214	215	216	217	218	219	220	221	222	223	224
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		5' 6" Gauge.
2,87,848	0.40	0.50	4,10,231	0.58	0.72	9,70,400	1.37	1.70	4,87,973	0.69	0.85	B. N.
1,88,942	0.47	0.52	3,04,098	0.77	0.83	7,20,513	1.82	1.97	4,18,375	1.06	1.14	B. B. & C. J.
..	..	..	3,49,521	0.95	1.23	6,79,627	1.85	2.38	3,55,169	0.97	1.25	E. B.
..	..	..	7,69,670	0.43	0.67	24,39,725	1.39	2.16	11,68,348	0.66	1.02	E. I.
..	..	..	4,80,210	0.35	0.52	16,16,585	1.19	1.75	8,15,954	0.60	0.88	G. I. P.
1,82,921	0.47	0.77	1,90,681	0.50	0.80	4,16,310	1.08	1.75	1,96,702	0.52	0.83	M. & S. M.
94,184	0.77	1.41	1,03,354	0.85	1.55	1,67,954	1.39	2.52	84,742	0.70	1.27	N. S.
8,900	0.01	0.01	9,48,131	0.69	0.84	22,93,021	1.75	2.00	12,64,711	0.93	1.12	N. W.
92,239	0.44	0.95	75,977	0.36	0.78	2,27,519	1.09	2.32	1,13,640	0.55	1.16	S. I.
1,74,464	0.79	1.42	1,29,118	0.58	1.06	2,75,820	1.23	2.26	92,353	0.41	0.75	3' 3 3/4" Gauge.
2,47,346	0.49	1.69	1,17,744	0.23	0.81	4,29,614	0.86	2.94	75,233	0.15	0.52	A. B.
2,66,227	0.50	0.92	2,36,599	0.45	0.82	5,60,197	1.06	1.94	2,95,994	0.56	1.03	B. & N. W.
..	..	..	3,24,268	0.73	1.14	4,34,215	0.98	1.53	1,74,720	0.39	0.61	B. B. & C. I.
..	..	..	1,76,705	0.79	1.20	3,43,596	1.54	2.34	79,579	0.36	0.54	Burma.
53,169	0.52	1.00	75,328	0.74	1.41	1,61,636	1.59	3.02	82,298	0.81	1.54	E. B.
2,21,363	0.50	1.11	1,52,854	0.34	0.77	3,08,083	0.69	1.55	1,28,658	0.29	0.65	Jodhpur.
82,746	0.81	1.50	91,627	0.90	1.66	1,48,886	1.45	2.70	74,684	0.73	1.35	M. & S. M.
71,004	0.67	2.18	46,558	0.44	1.43	1,24,771	1.17	3.84	18,394	0.17	0.56	N. S.
2,32,315	0.39	1.05	1,74,161	0.29	0.79	5,36,390	0.90	2.43	2,67,745	0.45	1.21	R. & K.
98,026	0.94	2.39	19,173	0.18	0.47	42,294	0.40	1.03	23,367	0.22	0.57	S. I.
5,796	0.23	0.81	5,751	0.22	0.80	15,346	0.60	2.14	1,283	0.05	0.18	2' 6" & 2' 0" Gauges.
..	..	..	800	0.12	0.51	1,554	0.23	0.99	312	0.05	0.20	B. N.
..	..	..	..	..	..	..	..	..	..	..	..	B. B. & C. I.
119	0.00	0.00	12,876	0.15	0.18	31,298	0.42	0.46	17,175	0.23	0.26	E. B.
8,691	0.78	2.00	1,358	0.12	0.31	6,586	0.59	1.51	2,939	0.26	0.68	G. I. P.

E. I., Jodhpur and R. & K. Railways exclude credits on account of value of stores returned to stock.

30.—§ Analysis of operating expenses of

TABLE F.—EXPENSES OF

Railway.	MEDICAL DEPARTMENT— [F. I. 5 (e).]			TELEGRAPH—[F. I. 5 (f)].			POLICE—[F. I. 5 (g).]		
	Total amount.	Per-train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per-train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per-train mile.	Percentage of total working expenses under abstracts A to G.
	226	227	228	229	230	231	232	233	234
225									
5' 6" GAUGE.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	4,10,180	0.58	0.72	7,92,016	1.12	1.38	4,59,345	0.65	0.80
Bombay, Baroda and Central India	2,51,989	0.64	0.69	3,49,469	0.88	0.96	4,80,271	1.21	1.31
Eastern Bengal	2,54,234	0.69	0.89	1,88,153	0.51	0.66	2,78,497	0.76	0.98
East Indian	6,49,994	0.37	0.57	10,11,520	0.57	0.90	9,71,209	0.56	0.85
Great Indian Peninsula	6,11,802	0.45	0.66	8,10,630	0.61	0.87	4,21,138	0.31	0.45
Madras and Southern Mahratta	1,68,119	0.44	0.70	3,37,311	0.88	1.42	2,80,955	0.73	1.18
Nizam's State	58,869	0.49	0.88	87,626	0.72	1.32	89,329	0.74	1.34
North Western	6,05,288	0.45	0.52	8,05,739	0.60	0.70	10,13,353	0.76	0.88
South Indian	58,027	0.28	0.59	82,306	0.40	0.84	96,564	0.46	0.99
3' 3½" GAUGE.									
Assam-Bengal	1,60,045	0.72	1.31	89,614	0.40	0.73	1,25,481	0.56	1.03
Bengal and North-Western	1,28,378	0.26	0.87	1,79,038	0.36	1.23	1,17,754	0.24	* 0.81
Bombay, Baroda and Central India	2,49,371	0.47	0.87	3,43,489	0.65	1.19	4,22,156	0.80	1.46
Burma	2,77,431	0.63	0.97	3,79,553	0.85	1.33	83,067	0.19	0.29
Eastern Bengal	87,088	0.39	0.59	67,836	0.31	0.46	37,363	0.17	0.25
Jodhpur	18,955	0.19	0.35	59,738	0.59	1.12	23,606	0.23	0.44
Madras and Southern Mahratta	1,35,085	0.30	0.68	3,46,208	0.78	1.74	2,19,229	0.60	1.10
Nizam's State	55,906	0.55	1.01	88,718	0.87	1.61	98,550	0.96	1.78
Rohilkund and Kumaon	24,763	0.23	0.76	34,758	0.33	1.07	36,313	0.34	1.12
South Indian	1,57,102	0.27	0.71	2,33,214	0.39	1.05	2,68,277	0.45	1.21
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	43,329	0.41	1.05	59,758	0.57	1.46	28,383	0.27	0.69
Bombay, Baroda and Central India	763	0.03	0.11	2,313	0.09	0.32	11,467	0.45	1.60
Eastern Bengal	89	0.01	0.05	..	..	..	..	..	..
Great Indian Peninsula (Darwha Pussad Rly.)	..	..	..	..	..	..	..	..	..
North Western	32,398	0.42	0.45	24,626	0.31	0.34	65,540	0.83	0.91
South Indian	2,971	0.27	0.68	4,742	0.43	1.09	10,307	0.93	2.37

§ The figures for A. B., B. & N. W., B. N., B. B. C. I., Burma, E. B., those of other Railways include credits

Class I Railways for the year 1931-32—contd.

GENERAL DEPARTMENT—concl'd.

TOTAL GENERAL ADMINISTRATION—F. I.			TOTAL ORDINARY REPAIRS AND MAINTENANCE—(F. II.)			REPLACEMENT AND RENEWAL TOTAL APPROPRIATION TO DEPRECIATION FUNDS. F. IV			TOTAL EXPENSES OF GENERAL DEPARTMENT—LESS VALUE OF STORES RETURNED TO STOCK— (TOTAL ABSTRACT F.)			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	
235	236	237	238	239	240	241	242	243	244	245	246	247
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		5' 6" GAUGE.
40,26,380	5.68	7.03	5,56,815	0.78	0.97	..	..	..	45,81,958	6.46	8.00	B. N.
28,19,201	7.12	7.71	9,196	0.02	0.02	..	..	..	28,28,397	7.14	7.73	B. B. & C. I.
21,86,714	5.95	7.67	2,72,228	0.74	0.96	..	..	..	24,54,099	6.68	8.61	E. B.
72,05,563	4.10	6.35	15,74,247	10.90	11.38	2,04,140	0.12	0.18	89,82,529	5.12	7.91	E. I.
49,76,946	3.67	5.37	9,84,789	0.72	1.06	1,82,072	0.13	0.20	61,43,807	4.52	6.63	G. I. P.
18,91,633	4.94	7.94	2,02,455	0.53	0.85	65,912	0.17	0.28	21,60,000	5.64	9.07	M. & S. M.
7,01,736	5.79	10.5	1,00,059	0.82	1.50	..	..	..	8,01,795	6.61	12.0	N. S.
78,35,301	5.85	8.84	7,67,094	0.57	0.67	..	..	..	86,02,395	6.42	7.51	N. W.
7,79,469	3.74	7.96	71,362	0.34	0.73	446	0.00	0.00	8,51,277	4.08	8.69	S. I.
10,58,421	4.74	8.65	76,741	0.34	0.63	8,893	0.04	0.07	11,44,030	5.12	9.35	3' 3½" GAUGE.
13,36,540	2.67	9.15	2,42,245	0.48	1.66	..	..	..	16,76,344	3.34	11.5	A. B.
24,67,719	4.66	8.55	3,645	0.01	0.01	..	..	..	24,71,364	4.67	8.56	B. & N. W.
17,09,652	3.85	6.00	2,23,005	0.50	0.78	..	..	..	19,32,213	4.35	6.78	B. B. & C. I.
8,26,837	3.72	5.62	1,39,031	0.62	0.95	..	..	..	9,65,868	4.34	6.57	Burma.
4,88,364	4.80	9.14	89,164	0.88	1.67	..	..	..	5,76,693	5.67	10.8	E. B.
15,87,821	3.57	7.98	2,78,311	0.62	1.40	8,828	0.02	0.04	18,74,960	4.21	9.42	Jodhpur.
3,55,149	6.41	11.9	81,982	0.80	1.49	..	..	..	7,37,131	7.21	13.4	M. & S. M.
3,72,414	3.50	11.5	33,350	0.31	1.03	..	..	..	4,05,764	3.81	12.5	N. S.
19,79,388	3.32	8.95	2,44,234	0.41	1.10	..	..	..	22,23,622	3.73	10.1	R. & K.
3,14,330	2.99	7.66	48,927	0.47	1.19	..	..	..	3,63,187	3.46	8.85	S. I.
44,919	1.76	6.26	..	..	..	..	..	..	44,919	1.76	6.26	2' 6" & 2' 0" GAUGES.
2,906	0.43	1.85	1,190	0.17	0.76	..	..	..	4,096	0.60	2.61	B. N.
..	..	..	..	..	..	..	..	..	..	..	..	B. B. & C. I.
2 04,226	2.59	2.85	84,557	1.07	1.18	..	..	..	2,88,783	3.66	4.03	E. B.
40 192	3.61	9.24	5,685	0.51	1.31	..	..	..	45,877	4.12	10.6	G. I. P.
												N. W.
												S. I.

† The figures include credits for released materials.

E. I., Jodhpur and R. & K. Railways exclude while on account of value of stores returned to stock.

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30.—§Analysis of operating expenses of Class I Railways for the year 1931-32—contd.

Railway†	TABLE G.—MISCELLANEOUS EXPENSES.					
	TOTAL GENERAL ADMINISTRATION—(G. I.)			TOTAL MISCELLANEOUS EXPENSES—LESS VALUE OF STORES RETURNED TO STOCK— (TOTAL ABSTRACT G.).		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.
248	249	250	251	252	253	254
5' 6" GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	38,77,422	5·47	6·78	45,26,950	6·39	7·91
Bombay, Baroda and Central India	29,59,294	7·47	8·09	29,84,292	7·53	8·16
Eastern Bengal	25,53,660	6·94	8·97	27,73,546	7·54	9·74
East Indian	83,29,465	4·74	7·34	94,10,927	5·36	8·29
Great Indian Peninsula	54,28,861	3·99	5·86	58,10,840	4·27	6·27
Madras and Southern Mahratta	17,13,347	4·47	7·19	19,79,350	5·17	8·31
Nizam's State	3,21,735	2·65	4·83	3,37,229	2·78	5·06
North Western	66,84,063	4·98	5·84	72,44,067	5·40	6·33
South Indian	6,10,655	2·93	6·24	6,83,739	3·28	6·99
3' 3½" GAUGE.						
Assam-Bengal	6,67,272	2·99	5·46	7,23,454	3·24	5·92
Bengal and North Western	6,36,360	1·27	4·36	6,36,360	1·27	4·36
Bombay, Baroda and Central India	20,79,943	3·93	7·20	21,00,012	3·97	7·27
Burma	19,77,506	4·45	6·94	23,04,682	5·19	8·09
Eastern Bengal	9,37,238	4·21	6·37	10,14,878	4·56	6·90
Jodhpur	2,52,687	2·48	4·73	3,43,411	3·37	6·43
Madras and Southern Mahratta	11,23,563	2·53	5·65	12,71,619	2·86	6·39
Nizam's State	2,81,674	2·75	5·10	2,95,965	2·89	5·36
Rohilkund and Kumaon	1,47,254	1·38	4·53	1,52,274	1·43	4·68
South Indian	16,19,715	2·72	7·32	14,93,615	2·50	6·75
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	1,00,757	0·96	2·45	1,01,140	0·96	2·46
Bombay, Baroda and Central India	14,931	0·59	2·08	14,931	0·59	2·08
Eastern Bengal	1,445	0·21	0·92	1,475	0·21	0·94
Great Indian Peninsula (Darwaha Pusaad Railway)	..	..	..	..	..	..
North Western	2,16,814	2·74	3·03	2,23,866	2·84	3·13
South Indian	18,561	1·67	4·27	18,692	1·68	4·30

†The figures for A. B., B. & N. W., B. N., B. B. & C. I., Burma, E. B., E. I., Jodhpur and R. & K. Railways exclude, while those of other Railways include credits on account of value of stores returned to stock.

30.—§Analysis of operating expenses of *Class I Railways for the year 1931-32*—concl.

TABLES A. TO G.

Summary.

Railway.	General Administration.		Ordinary Repairs and Maintenance.		Operating Expenses.		Replacement and Renewal. Appropriation to Depreciation Fund.		Total.	Total—less value of stores returned to stock (Abstracts A to G).
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.		
255	256	257	258	259	260	261	262	263	264	265
5' 6" GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
Bengal-Nagpur :	1,32,71,521	23·2	1,48,50,583	26·0	1,76,21,045	30·8	1,15,98,011	20·3	5,73,41,160	5,72,40,694
Bombay, Baroda and Central India.	91,09,404	24·9	88,38,101	24·1	1,58,74,032	43·4	30,93,709	8·52	3,69,15,246	3,65,77,982
Eastern Bengal .	74,85,956	26·3	56,95,029	20·0	92,17,346	32·4	60,91,237	21·4	2,84,89,568	2,81,47,479
East Indian .	2,62,39,936	23·1	2,43,48,185	21·5	4,06,78,829	35·8	2,35,18,740	20·7	11,47,85,690	11,35,34,935
Great Indian Peninsula	1,84,50,453	19·9	1,88,68,689	20·4	3,58,65,411	38·7	1,94,37,543	21·0	9,26,22,096	9,26,22,096
Madras and Southern Mahratta.	56,61,793	23·8	62,05,563	26·0	89,97,664	37·8	29,56,169	12·4	2,38,21,189	2,38,21,189
Nizam's State .	16,60,322	24·9	18,04,791	27·1	21,31,235	32·0	10,67,521	16·0	66,63,869	66,63,869
North Western .	2,35,36,981	20·5	2,48,11,165	21·7	4,04,34,202	35·3	2,57,39,453	22·5	11,45,21,801	11,45,21,801
South Indian .	21,72,390	22·2	16,66,854	17·0	47,19,017	48·2	12,31,846	12·6	97,90,107	97,90,107
3' 3½" GAUGE.										
Assam Bengal .	32,13,125	26·3	32,66,994	26·7	48,12,744	39·4	9,44,844	7·73	1,22,37,707	1,22,22,957
Bengal and North-Western.	35,19,810	24·0	47,82,025	32·6	56,67,144	38·6	7,24,664	4·93	1,46,93,643	1,46,03,084
Bombay, Baroda and Central India.	76,61,817	26·5	71,88,536	24·9	1,06,50,668	36·9	39,20,516	13·6	2,94,21,587	2,88,69,81
Burma .	68,22,267	23·9	(a)	(a)	(b) 1,64,30,490	(b) 57·6	52,64,110	18·5	2,85,16,867	2,84,84,555
Eastern Bengal .	32,68,239	22·2	32,98,673	22·4	46,77,024	31·8	34,64,152	23·6	1,47,08,093	1,45,84,922
Jodhpur .	12,73,333	23·8	14,87,073	27·8	20,19,293	37·8	6,44,996	12·1	54,24,695	53,42,920
Madras and Southern Mahratta.	44,29,527	22·3	44,82,320	22·5	75,79,645	38·1	34,08,341	17·1	1,98,99,833	1,98,99,833
Nizam's State .	15,10,546	27·4	14,39,609	26·1	17,16,440	31·1	8,55,772	15·5	55,22,367	55,22,367
Rohilkund and Kumaon	8,69,958	26·8	10,76,602	28·1	10,84,203	33·3	2,20,636	11·8	32,51,399	32,26,743
South Indian .	58,83,208	26·6	44,23,387	20·0	93,99,698	42·5	24,09,468	10·9	2,21,15,761	2,21,15,761
2' 6" & 2' 0" GAUGES.										
Bengal-Nagpur .	9,25,735	22·6	14,63,315	35·7	13,19,916	32·2	3,98,452	9·71	41,07,418	41,04,921
Bombay, Baroda and Central India.	1,04,330	14·6	2,55,243	35·6	2,92,098	40·7	67,063	9·35	7,18,734	7,16,959
Eastern Bengal .	9,987	6·35	54,084	34·4	53,355	33·9	39,764	25·3	1,57,172	1,57,172
Great Indian Peninsula (Darwha Pusa Rly.)	..	..	..	..	..	..	..	..	(c) 37,117	37,117
North-Western .	11,36,424	15·9	16,46,917	23·0	24,69,025	34·5	19,04,647	26·6	71,57,013	71,57,013
South Indian .	1,35,342	31·1	99,018	22·8	1,87,577	43·1	13,035	3·01	4,35,022	4,35,022

§ The figures for A. B., B. & N. W., B. N., B. B. & C. I. Burma ; E. B., E. I., Jodhpur, and R. & K. Railways *exclude* while those of other Railways *include* credits on account of value of stores returned to stock.

(a) Included under operating expenses.

(b) Includes ordinary repairs and maintenance.

(c) Details not available.

31.—Statement of Oil Consumption on Class I Railways during the years 1930-31 and 1931-32.

Railway.	Year.	Lubricating oil used on Engines.*				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles. (in terms of 4 wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal Nagpur	{ 1930-31 1931-32	407,375 367,384	498,223 483,323	6.66 6.56	6.60 7.31	702,493 590,243	1.96 1.79
Bombay, Baroda and Central India	{ 1930-31 1931-32	406,974 375,027	155,433 136,132	7.79 8.10	7.16 7.07	324,430 307,966	1.64 1.75
Eastern Bengal	{ 1930-31 1931-32	433,648 414,599	109,872 83,728	8.69 8.72	7.43 7.28	214,292 233,335	1.36 1.63
East Indian	{ 1930-31 1931-32	1,556,167 1,464,705	1,328,218 1,078,479	8.77 8.67	9.32 8.79	1,718,494 1,459,892	1.72 1.62
Great Indian Peninsula	{ 1930-31 1931-32	1,344,249 971,973	820,274 718,617	9.74 7.98	10.5 10.3	773,641 654,990	1.49 1.39
Madras and Southern Mahratta	{ 1930-31 1931-32	436,963 425,551	216,878 209,285	9.49 9.63	10.8 10.7	291,258 274,548	1.88 1.88
Nizam's State	{ 1930-31 1931-32	97,972 102,293	76,456 67,819	7.72 8.05	9.46 8.68	††58,449 63,258	1.29 1.46
North Western	{ 1930-31 1931-32	1,510,498 1,397,830	991,314 781,799	8.44 8.47	11.6 11.2	1,252,699 1,131,211	1.87 1.95
South Indian	{ 1930-31 1931-32	237,324 247,106	75,903 69,418	9.17 9.29	9.21 9.24	63,786 56,036	1.07 1.00
Total	{ 1930-31 1931-32	6,431,170 5,706,468	4,272,571 3,628,600	8.66 8.37	9.39 9.21	††5,404,543 4,771,479	1.71 1.67
3' 3½" GAUGE.							
Assam Bengal	{ 1930-31 1931-32	200,335 174,614	33,259 38,143	5.96 5.78	6.68 6.14	142,895 146,172	1.43 1.62
Bengal and North Western	{ 1930-31 1931-32	347,037 309,282	112,894 102,320	5.51 4.98	5.88 5.23	240,350 217,132	1.22 1.03
Bombay, Baroda and Central India	{ 1930-31 1931-32	411,142 341,083	219,319 156,946	6.28 5.77	6.00 5.63	414,463 366,439	1.54 1.60
Burma	{ 1930-31 1931-32	362,463 323,675	255,691 189,802	6.61 6.42	10.2 10.1	208,328 185,162	0.98 1.02
Eastern Bengal	{ 1930-31 1931-32	185,114 167,322	65,467 51,190	6.34 6.55	5.94 5.69	137,681 134,339	1.18 1.23
Jodhpur	{ 1930-31 1931-32	88,671 86,561	16,341 12,286	5.84 5.88	4.83 5.90	48,654 49,980	0.91 1.11
Madras and Southern Mahratta	{ 1930-31 1931-32	333,732 326,609	241,982 214,470	6.72 6.86	7.47 7.87	166,859 175,788	0.94 1.08
Nizam's State	{ 1930-31 1931-32	101,423 89,737	46,895 35,681	7.42 7.06	9.46 8.74	53,869 32,678	1.57 1.03
Rohilkund and Kumaon	{ 1930-31 1931-32	72,718 63,412	13,366 10,317	4.36 3.97	4.54 4.80	67,258 54,224	1.79 1.64
South Indian	{ 1930-31 1931-32	370,991 388,000	125,499 95,246	5.65 5.72	5.95 5.60	258,900 259,778	1.34 1.47
Total	{ 1930-31 1931-32	2,473,631 2,270,295	1,131,213 906,401	6.08 5.88	7.00 6.71	1,741,257 1,621,692	1.25 1.27

*Excluding shunting, siding and departmental.
†† Revised Figures.

31.—Statement of Oil Consumption on *Class I Railways* during the years 1930-31 and 1931-32—concl'd.

Railway.	Year.	Lubricating oil used on Engines.*	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2' 6" AND 2' 0" GAUGES.			
Bengal Nagpur	1930-31	102,532	4.29
	1931-32	90,296	4.17
Bombay, Baroda and Central India	1930-31	24,638	5.70
	1931-32	25,369	5.70
Eastern Bengal	1930-31	7,744	6.54
	1931-32	7,220	6.39
Great Indian Peninsula	1930-31	43,590	8.90
	1931-32	†44,715	†9.18
North Western	1930-31	179,799	10.1
	1931-32	144,019	8.98
South Indian	1930-31	†3,828	4.67
	1931-32	8,769	4.64
Total	1930-31	†367,131	6.80
	1931-32	320,388	7.18

* Includes Departmental figures.

† Revised figures.

‡ Include figures for Darwaha Pusad Railway.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1930-31 and 1931-32.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Physical Statistics.</i>				
1. Sections electrified		(1) Churchgate to Grant Road, (2) Grant Road to Bandra through lines, (3) Grant Road to Bandra Local Lines, (4) Bandra to Borivli Local Lines.	(1) Victoria Terminus to Kurla (Harbour Branch); (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan (local and through); (4) Kalyan to Poona and Igatpuri.	Madras Beach to Tambaram.
2. Date of first opening for public service ..		5th January 1928.	3rd February 1925.	11th May 1931.
3. Mileage equipped for electric service on 31st March				
3-01. Route mileage	1931 ..	21.25	181.70	\$
	1932 ..	21.25	181.70	18.14
3-02. Track mileage (excluding sidings) ..	1931 ..	62.54	425.90	\$
	1932 ..	62.54	425.90	36.28
4. Mileage open for electric service on 31st March.	1931 ..	21.25	181.70	\$
	1932 ..	21.25	181.70	18.14
5. No. of sub-power stations on 31st March ..	1931 ..	3	15	\$
	1932 ..	3	15	3
6. No. of electric railway stations on 31st March	1931 ..	21	60	\$
	1932 ..	21	60	14
7. Mileage of transmission cable on 31st March ..	1931 ..	†58	376.12	\$
	1932 ..	†58	376.12	†65.06
<i>Rolling Stock.</i>				
8. Average authorised stock (in units)—				
8-01. Motor coaches	1930-31 ..	40	53	\$
	1931-32 ..	40	53	17
8-02. Trailer coaches	1930-31 ..	120	153	\$
	1931-32 ..	120	153	34
9. Average number on line (in units)—				
9-01. Motor coaches	1930-31 ..	40	53	\$
	1931-32 ..	40	53	17
9-02. Trailer coaches	1930-31 ..	120	153	\$
	1931-32 ..	120	153	34
9-03. Train units*	1930-31 ..	40	51	\$
	1931-32 ..	40	51	17
10. Average number under or awaiting repairs (in units)—				
10-01. Motor coaches	1930-31 ..	3	9	\$
	1931-32 ..	2	8	Nil
10-02. Percentage of item 9-01	1930-31 ..	6.67	17.0	\$
	1931-32 ..	4.58	15.1	0.29
10-03. Trailer coaches	1930-31 ..	8	23	\$
	1931-32 ..	6	20	Nil
10-04. Percentage of item 9-02	1930-31 ..	6.67	15.0	\$
	1931-32 ..	4.58	3.1	0.29

* A "train unit" is a motor coach and three trailers.

† Overhead 26½ miles and underground 31½ miles.

‡ Overhead 43.16 miles and underground 21.9 miles.

§ As the line was first opened for traffic on 11th May 1931 there are no figures for 1930-31.

32.—Statement of Electric Multiple Units Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1930-31, and 1931-32—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Rolling Stock—contd.				
11. Average number available for use (in units)—				
11-01. Motor coaches	1930-31 ..	37	44	†
	1931-32 ..	38	45	17
11-02. Trailer coaches	1930-31 ..	112	130	†
	1931-32 ..	115	133	34
12. Average number in use daily (in units)—				
12-01. Motor coaches	1930-31 ..	35	39	†
	1931-32 ..	35	38	12
12-02. Trailer coaches	1930-31 ..	104	117	†
	1931-32 ..	104	114	25
12-03. Train units*	1930-31 ..	35	39	†
	1931-32 ..	35	38	12
13. Average number spare or stored in good repair (in units)—				
13-01. Motor coaches	1930-31 ..	3	5	†
	1931-32 ..	4	7	5
13-02. Trailer coaches	1930-31 ..	8	13	†
	1931-32 ..	11	19	9
Operating Statistics.				
14. Train miles—Passenger—				
14-01. Total unit traffic trains	1930-31 ..	198,626	1,159,981	†
	1931-32 ..	234,265	947,048	22,938
14-02. Total two unit traffic trains	1930-31 ..	938,269	1,127,316	†
	1931-32 ..	859,920	1,059,296	332,745
14-02(a). Total three unit traffic trains	1930-31 ..	Nil.	Nil.	†
	1931-32 ..	Nil.	Nil.	5,712
14-03. Total traffic trains	1930-31 ..	2,075,164	3,414,613	†
	1931-32 ..	1,954,105	3,065,640	705,564
14-04. Other trains	1930-31 ..	44,907	886	†
	1931-32 ..	40,161	4,743	4,579
15. Hours—				
15-01. Traffic trains	1930-31 ..	104,605	104,859	†
	1931-32 ..	98,264	137,133	37,486
15-02. Other	1930-31 ..	3,556	31,184	†
	1931-32 ..	3,032	27,688	274
15-03. Total	1930-31 ..	108,161	136,043	†
	1931-32 ..	101,296	164,821	37,760
16. Vehicle miles (in units)—				
16-01. Passenger trains	1930-31 ..	8,300,656	13,658,452	†
	1931-32 ..	7,816,420	12,262,560	2,117,358
16-02. Other trains	1930-31 ..	179,626	3,544	†
	1931-32 ..	160,644	18,972	12,192

* A "train unit," is a motor coach and three trailers.

† As the line was first opened for traffic on 11th May 1931, there are no figures for 1930-31.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1930-31 and 1931-32—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Operating Statistics—contd.</i>				
17. Train usage—				
17-01. Train unit miles per day per train unit in use.	1930-31 ..	168	240	*
	1931-32 ..	157	221	174
17-02. Train unit miles per day per train unit on line.	1930-31 ..	144	184	*
	1931-32 ..	136	165	127
18. Train usage—				
18-01. Train unit hours per day per train unit in use.	1930-31 ..	8-57	9-56	*
	1931-32 ..	8-00	11-9	9-26
18-02. Train unit hours per day per train unit on line.	1930-31 ..	7-34	7-31	*
	1931-32 ..	6-92	8-88	6-80
19. Vehicle usage—				
19-01. Motor coach miles per day per motor coach on line (in units).	1930-31 ..	145	184	*
	1931-32 ..	136	165	128
19-02. Trailer coach miles per day per trailer coach unit on line.	1930-31 ..	145	184	*
	1931-32 ..	136	165	128
20. Motor coach failures—				
20-01. Number	1930-31 ..	1	97	*
	1931-32 ..	1	82	13
20-02. Motor coach miles per motor coach failure (in units).	1930-31 ..	318,619	35,211	*
	1931-32 ..	284,895	37,444	54,608
21. Power supply failures—				
21-01. Failures originating at source of supply	1930-31 ..	<i>Nā</i>	<i>Nā</i>	*
	1931-32 ..	<i>Nā</i>	<i>Nā</i>	19
21-02. Failures originating at sub-station	1930-31 ..	<i>Nā</i>	3	*
	1931-32 ..	<i>Nā</i>	<i>Nā</i>	42
21-03. Failures on account of overhead track equipment.	1930-31 ..	1	21	*
	1931-32 ..	<i>Nā</i>	11	97
22. Number of passengers carried—				
22-01. First Class	1930-31 ..	80,799	33,864	*
	1931-32 ..	38,554	19,514	4,656
22-02. Second Class	1930-31 ..	2,391,109	1,147,444	*
	1931-32 ..	1,694,412	792,367	75,679
22-03. Third Class	1930-31 ..	29,049,703	29,811,504	*
	1931-32 ..	30,682,890	27,853,104	3,239,163
22-04. Total	1930-31 ..	31,521,611	30,992,812	*
	1931-32 ..	32,415,856	28,664,985	3,319,478

* As the line was first opened for traffic on 11th May 1931, there are no figures for 1930-31.

92.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India Great Indian Peninsula and South Indian Railways for the years 1930-31, and 1931-32—concl'd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Operating Statistics—concl'd.</i>				
23. Passenger miles—				
23-01. First Class	1930-31 ..	719,227	312,322	*
	1931-32 ..	320,910	164,741	52,594
23-02. Second Class	1930-31 ..	18,414,852	8,290,014	*
	1931-32 ..	12,084,261	5,715,877	655,830
23-03. Third Class	1930-31 ..	210,856,519	230,208,264	*
	1931-32 ..	220,317,976	206,455,974	27,431,680
23-04. Total	1930-31 ..	229,990,598	238,810,600	*
	1931-32 ..	232,723,147	206,336,592	28,140,104
24. Earnings from passengers carried—				
24-01. First Class	1930-31 ..	26,462	14,968	*
	1931-32 ..	15,315	10,139	4,294
24-02. Second Class	1930-31 ..	3,37,213	1,60,868	*
	1931-32 ..	2,76,943	1,35,348	18,556
24-03. Third Class	1930-31 ..	23,24,462	23,77,995	*
	1931-32 ..	26,19,679	24,22,518	403,869
24-04. Total	1930-31 ..	26,88,137	25,53,831	*
	1931-32 ..	29,11,937	25,68,005	426,719
25. Earnings from, and cost of electric train working—				
25-01. Earnings per passenger mile. Pies	1930-31 ..	2-24	2-05	*
	1931-32 ..	2-40	2-39	2-91
25-02. Cost per passenger mile. Pies	1930-31 ..	1-80	3-29	*
	1931-32 ..	1-95	3-35	2-02
25-03. Earnings per train mile. Rs.	1930-31 ..	1-29	0-75	*
	1931-32 ..	1-49	0-84	0-80
25-04. Cost per train mile. Rs.	1930-31 ..	1-02	1-20	*
	1931-32 ..	1-18	1-17	0-42
26. Gross ton miles (including Departmental)	1930-31 ..	449,127,062	625,080,145	*
	1931-32 ..	418,524,404	555,181,776	52,926,815
27. Power used—				
27-01. Total power for traction and train lighting kilo-watt hours.	1930-31 ..	31,864,426	43,736,970	*
	1931-32 ..	28,986,194	37,713,378	4,336,230
27-02. Kilo-watt hours per train unit mile	1930-31 ..	15-2	13-1	*
	1931-32 ..	14-5	12-6	6-11
27-03. Kilo-watt hours per 1,000 gross ton miles	1930-31 ..	70-9	72-1	*
	1931-32 ..	69-3	70-0	81-9
28. Lubricating oil used for all purposes (including Departmental)—				
28-01. Total pints	1930-31 ..	68,332	144,905	*
	1931-32 ..	49,865	165,967	9,932
28-02. Pints per 1,000 vehicle miles	1930-31 ..	8-06	10-6	*
	1931-32 ..	6-25	13-5	4-67

* As the line was first opened for traffic on 11th May 1931, there are no figures for 1930-31.

33.—Statement of Steam Coach and Rail Motor Performances on Class I Railways during the years 1930-31 and 1931-32.

(i) Steam Coach Performance.

Railway.	Years.	Average authorised stock (in units).	Average number on line (in units).	Steam Coach miles. (In thousands.)	Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
						Number.	Steam coach miles per steam coach failure.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal-Nagpur	1930-31 1931-32	2 2	2 2	14 10	18.9 14.3	Nil Nil	Nil Nil	24.7 23.3
Eastern Bengal	1930-31 1931-32	1 1	1 1	8 ..	21.8 0.13	1 Nil	7,959.0 Nil	42.3 11.9
East Indian	1930-31 1931-32	3 3	3 3	46 41	41.7 37.6	4 3	11,414.0 13,752.0	11.8 15.8
Great Indian Peninsula	1930-31 1931-32	4 4	4 3	23 45	19.0 41.0	Nil Nil	Nil Nil	32.6 23.0
North-Western	1930-31 1931-32	5 4	4 5	77 89	52.8 47.1	4 11	19,298.0 8,090.6	14.5 17.0
Total {	1930-31 1931-32	15 14	14 14	173 185	33.9 36.2	9 14	19,222.0 13,214.3	18.8 18.5
3' 3½" GAUGE.								
Bombay, Baroda & Central India {	1930-31 1931-32	3 3	3 3	116 76	106.0 70.0	Nil Nil	Nil Nil	17.0 16.4
Eastern Bengal	1930-31 1931-32	2 2	2 2	27 ..	37.4 12.6	Nil 1	Nil 9,195.0	17.0 25.5
Nizam's State	1930-31 1931-32	2 2	2 2	48 28	66.0 39.0	1 2	*43,070.0 14,210.0	12.3 12.1
Total {	1930-31 1931-32	7 7	7 7	191 113	74.8 44.5	1 3	1,91,000.0 37,983.0	15.8 16.1
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur	1930-31 1931-32	3 3	3 3	25 26	22.9 23.4	Nil 1	Nil 25,712.0	18.7 20.7

(ii) Rail Motor Performance.

Railway.	Year.	Average authorised stock.	Average number on line.	Rail motor miles (in thousands.)	Rail motor miles per rail motor day.	Rail motor failures.		Gallons of fuel consumed per 100 rail motor miles.
						Number.	Rail motor miles per rail motor failure.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
North-Western	1930-31 1931-32	2 2	2 2	3 2	4.67 2.08	Nil Nil	Nil Nil	10.1 10.8
3' 3½" GAUGE.								
South Indian	1930-31 1931-32	4 4	4 4	44 35	29.8 23.7	3 2	14,500 17,385	13.7 14.6
2' 6" GAUGE.								
North-Western	1930-31 1931-32	9 10	9 10	103 98	31.4 26.9	2 4	51,647 24,609	19.3 18.2

* Revised figures.

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1932.

Railway.	Loco- mo- tives.	Rail Motor Cars.	Steam Coach- es.	Elec- tric Motor Coach- es.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS WAGONS† (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			‡ RAILWAY SERVICE VEHICLES.	
					Passenger vehicles.				Other coach- ing vehic- les.	Total.	Cover- ed and open wag- ons.	Special wa- gons.	Total.	Coach- ing (in- clud- ing off- icers' car- riages).	Goods (including inspection trolleys, Travelling cranes and Dummy Trucks).	
					Num- ber.	Seats by classes.										
						1st.	2nd.	Inter.								Third.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
3' 3½" Gauge.																
Bengal Dooars . . .	19	..	..	..	58	122	90	349	2,643	8	66	450	..	450	5	10
Bhavnagar State . .	31	1	..	..	125	165	369	..	5,065	39	164	723	9	732	10	12
Bikaner State . . .	55	..	..	..	130	186	246	361	6,144	34	164	1,214	..	1,214	10	66
Dibru-Sadiya . . .	32	..	..	..	46	167	128	107	2,521	20	66	1,483	119	1,602	8	4
Gondal	23	..	..	..	89	142	339	..	2,885	23	112	421	..	421	4	31
Jamnagar and Dwarka	23	1	..	..	55	89	178	..	1,877	18	73	621	5	626	4	4
Junagad State . . .	20	..	..	..	112	122	369	..	2,335	8	120	304	13	317	7	16
Morvi	21	1	..	..	92	146	280	..	2,678	25	117	252	..	252	..	2
Mysore	32	..	..	..	143	139	262	295	5,241	26	169	512	..	512	20	36
Total	256	3	..	..	850	1,278	2,261	1,112	31,389	201	1,051	5,980	146	6,126	68	165
2' 6" Gauge.																
Barsi Light	35	1	2	..	119	104	278	..	4,971	§1	120	275	3	278	1	14
Gaekwar's Baroda State	40	2	1	..	306	102	174	54	6,415	†7	313	1,268	26	1,294	13	21
Mysore	13	..	..	..	27	30	54	..	1,186	..	27	82	..	82	2	6
Shahdara (Delhi) Saha- ranpur Light.	10	..	..	..	49	12	36	84	1,277	1	50	225	4	229	4	1
Total	98	3	3	..	501	248	542	138	13,849	9	510	1,850	33	1,883	20	42
2' 0" Gauge.																
Darjeeling-Himalayan .	35	2	..	..	110	234	266	..	2,221	26	136	545	..	545	..	..
Howrah-Amra Light . .	19	..	..	..	129	88	..	324	2,686	14	143	82	..	82	2	1
Mysore	6	..	..	..	7	..	16	..	180	..	7	47	..	47	..	1
Total	60	2	..	..	246	322	282	324	5,087	40	286	674	..	674	2	2
CLASS III RAILWAYS.																
3' 3½" Gauge.																
Porbandar State . . .	6	..	..	..	18	12	57	..	563	8	26	335	3	338	2	10
Udaipur-Chitorgarh . .	12	..	..	..	43	40	84	80	1,660	11	54	71	..	71	2	..
Total	18	..	..	..	61	52	141	80	2,223	19	80	406	3	409	4	10
2' 6" Gauge.																
Ahmadpur-Katwa . . .	5	..	..	..	19	18	18	64	448	*4	23	22	..	22	..	..
Arrah-Sasaram Light . .	6	..	..	..	33	32	..	86	758	4	37	73	..	73	2	..
Bankura-Damodar Ri- ver.	(a) 9	..	..	..	27	21	21	112	632	*6	33	72	..	72	..	1
Baraset-Basirhat Light	9	..	..	..	45	71	..	134	1,233	4	49	65	..	65	2	1
Carried over	29	..	..	..	124	142	39	396	3,071	18	142	232	..	232	4	2

* Brake vans.

† Includes 2 horse boxes and 4 carriage and motor trucks.

‡ In units.

§ Inspection saloon.

(a) Includes 3 Satpura type Locomotives not in use.

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1932—concl'd.

Railway.	Loco- mo- tives.	Rail Motor Cars.	Steam Coach- es.	Elec- tric Motor Coach- es.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).						GOODS WAGONS† (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).				RAILWAY SERVICE VEHICLES.	
					Passenger vehicles.					Other coach- ing vehic- les.	Total.	Cover- ed and open Wag- ons.	Special wa- gons.	Total.	Coach- ing (in- clud- ing offi- cers' car- riages).	Goods (including inspection trolleys Travelling cranes and Dummy Trucks).
					Num- ber.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	29	..	..	..	124	142	39	396	3,071	18	142	232	..	232	4	2
CLASS III RAIL- WAYS—concl'd.																
2' 6" Gauge.																
Bengal Provincial .	8	..	..	..	28	20	20	82	614	*2	30	62	..	62	1	2
Bukhtiarpur-Bihar Light.	5	..	..	..	22	34	28	115	426	3	25	68	..	68	2	1
Burdwan-Katwa .	6	..	..	..	22	18	18	96	512	*4	26	36	..	36	..	1
Cutch State .	5	1	..	..	16	..	90	..	424	..	16	39	..	39	..	2
Dehri-Rohas Light.	6	2	..	1	6	20	..	12	158	..	6	129	6	135	1	2
Dholpur-Bari .	6	..	..	..	9	22	..	..	404	..	9	117	3	120	..	1
Futwah-Islampur .	3	..	..	..	8	12	..	39	352	..	8	28	..	28	1	..
Jessore-Jhenidah .	7	1	..	..	19	18	22	88	408	2	21	39	1	40	..	..
Kalighat-Falta .	10	..	..	..	38	30	34	112	1,080	*8	46	45	..	45	..	..
Tempore-Balipara Light.	5	..	..	..	19	32	..	60	668	3	22	91	..	91	..	..
Total	90	4	..	1	311	348	251	1,000	8,117	40	351	886	10	896	9	11
2' 0" Gauge.																
Gwalior Light	18	..	..	..	46	26	74	..	1,268	17	63	331	..	331	6	8
Howrah-Sheakhala Light.	4	..	..	..	30	28	..	56	597	1	31	12	..	12	..	2
Jagadhri Light .	4	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat (Provincial) .	6	1	..	..	20	28	22	107	388	5	25	64	11	75	..	3
Kulasekarapatnam Light.	†4	7	..	..	24	..	..	..	768	..	24	45	..	45	..	2
Matheran Light .	3	3	..	..	29	60	64	..	128	2	31	23	*2	25	2	(a) 2
Trivellore Light .	1	2	..	..	14	..	..	..	94	..	14	4	1	5	..	..
Total	40	13	..	..	167	148	160	177	3,327	26	193	486	14	500	8	17

* Brake vans.

† Motor Locomotives.

‡ In units.

§ Inspection motor trolleys.

(a) Includes one motor trolley.

35.—Statement of Net Additions to and reductions from Equipment of Class II and III Railways during the year 1931-32

Railway.	Loco- motives.	Rail- motor- cars.	Steam coaches.	Electric Motor Coaches.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS WAGONS (EX- CLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			RAILWAY SERVICE VEHICLES.	
					Passenger Vehicles.							Covered and open wagons.	Special wagons.	Total	Coaching (including officers' carriages).	Goods (in- cluding inspection trolleys, Travelling Cranes and Dummy Trucks).
					No.	Seats by Classes.				Other coaching vehicles.	Total.					
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
3' 3½" Gauge																
Bhavnagar State	..	..	..	..	9	12	29	..	425	4	13	74	..	74	..	1
Bikaner State.	..	..	..	..	5	..	..	38	296	..	5	-5	..	-5	..	1
Dihru Sadiya	1	..	..	..	1	10	12	..	-2	..	1	..	-3	-3	..	..
Gondal	2	..	..	..	1	-2	33	..	76	..	1	29	..	29	..	1
Jamnagar and Dwaraka	..	1	..	..	2	5	13	..	-16	..	2	..	1	1	..	..
Jumagad State	-1	..	..	..	..	..	12	..	-35	..	..	..	..	..	..	..
Morvi	-1	..	..	..	-2	6	16	..	-125	2	..	2	..	2	..	..
Mysore	-3	..	..	..	3	12	18	48	17	..	3	17	..	17	..	1
Total	-2	1	..	..	19	43	133	86	636	6	25	117	-2	115	..	4
2' 6" Gauge.																
Chakwal's Baroda State	..	..	..	..	10	10	20	17	49	..	10	..	..	..	..	..
Mysore	..	..	..	..	1	..	..	..	28	..	1	8	..	8	..	-5
Total	..	..	..	..	11	10	20	17	77	..	11	8	..	8	..	-5
2' 0" Gauge.																
Darjeeling Himalayan	..	..	..	..	..	..	..	..	..	..	..	-3	..	-3	..	..
Howrah-Amra Light	..	..	..	..	-1	2	..	..	1	..	-1	..	..	..	..	..
Total	..	..	..	..	-1	2	..	..	1	..	-1	-3	..	-3	..	..
CLASS III RAILWAYS.																
3' 3½" Gauge.																
Porbandar	-1	..	..	..	..	..	-3	..	-4	1	1	-8	1	-7	..	-1
Udaipur-Chitorgarh	..	..	..	..	..	12	12	20	15	1	1	..	..	..	1	..
Total	-1	..	..	..	..	12	9	20	11	2	2	-8	1	-7	1	-1
2' 6" Gauge.																
Arrah-Sasaram Light	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	-1
Baraset Basirhat Light	..	..	..	..	..	..	..	-5	..	..	..	..	..	..	..	..
Bukhtiarpur-Bihar Light	-1	..	..	..	2	..	..	..	32	..	2	..	..	..	..	..
Cutch State	..	..	..	..	2	..	30	..	..	..	2	-26	-2	-28	..	2
Dholpur-Bari	..	..	..	..	..	2	..	..	2	..	..	..	..	..	..	..
Tespore-Balipara	..	..	..	..	1	..	..	..	52	..	1	-4	..	-4	..	..
Total	-1	..	..	..	5	2	30	-5	86	..	5	-30	-2	-32	..	1
2' 0" Gauge.																
Gwalior Light	3	..	..	..	12	6	24	..	351	2	14	-1	..	-1	..	-1
Howrah Sheakhala	1	..	..	..	1	..	..	..	37	..	1	..	..	..	..	..
Kulasekarapatnam Light	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	-1
Matheran Light	-1	..	..	..	..	-47	-63	..	-34	..	..	..	..	..	..	1
Trivellore Light	..	-1	..	..	..	..	..	..	..	..	..	..	..	..	..	-1
Total	3	-1	..	..	13	-41	-39	..	354	2	15	-1	..	-1	..	-2

†In units.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINE WHETHER LOCAL OR FOREIGN (IN HUNDREDS).					* Other traffic.	PASSENGERS CARRIED (IN HUNDREDS).				
			1st.	2nd.	Inter.	3rd.	Total.		* 1st.	* 2nd.	* Inter.	* 3rd.	* Total (= Col. 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS II RAILWAYS.													
Barsi Light	2' 6"	1930-31	1	3.9	..	1,264.1	1,268.1	172.3	2	4.7	..	1,435.5	1,440.4
		1931-32	1	3.5	..	989.4	993.0	144.4	1	4.4	..	1,132.9	1,137.4
Bengal Doocars	3' 3½"	1930-31	1.3	3.3	30.6	1,308.9	1,344.1	54.7	1.5	3.7	32.0	1,361.6	1,398.8
		1931-32	1.1	2.5	20.4	1,126.5	1,150.5	41.3	1.3	2.8	21.7	1,166.0	1,191.8
Bhavnagar State	3' 3½"	1930-31	1.2	24.5	..	2,402.4	2,428.1	330.3	1.8	30.6	..	2,726.0	2,758.4
		1931-32	1.2	21.8	..	2,396.4	2,419.4	328.8	1.8	27.2	..	2,719.2	2,748.2
Bikaner State	3' 3½"	1930-31	9	6.8	19.5	2,032.3	2,059.5	191.8	1.4	8.8	21.9	2,219.2	2,251.3
		1931-32	8	5.3	15.4	1,754.1	1,775.6	161.5	1.3	7.1	17.3	1,911.4	1,937.1
Darjeeling Himalayan	2' 0"	1930-31	1.3	12.5	..	836.3	850.1	19.0	2.7	17.7	..	848.7	869.1
		1931-32	8	10.4	..	644.2	655.4	14.1	1.7	14.7	..	653.1	669.5
Dibru Sadiya	3' 3½"	1930-31	5.1	8.7	36.9	1,840.1	1,890.8	108.9	5.6	9.5	39.9	1,944.7	1,999.7
		1931-32	4.7	5.4	25.0	1,683.9	1,719.0	79.0	5.3	6.0	27.3	1,759.4	1,798.0
Gaekwar's Baroda State	2' 6"	1930-31	6	11.9	4.3	3,303.4	3,320.2	314.5	6	13.4	4.5	3,616.2	3,634.7
		1931-32	8	10.8	7.0	3,017.2	3,035.8	271.5	1.2	12.6	7.1	3,286.4	3,307.3
Gondal	3' 3½"	1930-31	6	18.3	..	1,639.8	1,708.7	808.5	1.8	35.4	..	2,480.0	2,517.2
		1931-32	6	14.8	..	1,631.0	1,646.4	776.6	1.8	30.2	..	2,391.0	2,423.0
Howrah-Amra Light	2' 0"	1930-31	6.7	..	88.4	2,877.6	2,972.7	2	6.7	..	88.4	2,877.8	2,972.9
		1931-32	5.8	..	72.6	2,250.8	2,329.2	2	5.8	..	72.6	2,251.0	2,329.4
Jamnagar and Dwarka	3' 3½"	1930-31	7	8.2	..	612.0	620.9	88.9	1.0	11.3	..	697.5	709.8
		1931-32	9	8.0	..	597.3	606.2	84.3	1.3	10.8	..	678.4	690.5
Junagad State	3' 3½"	1930-31	9	20.7	..	1,439.7	1,461.3	244.5	1.3	26.2	..	1,678.2	1,705.8
		1931-32	9	18.3	..	1,473.7	1,492.9	223.6	1.3	23.1	..	1,692.1	1,716.5
Morvi	3' 3½"	1930-31	9	10.4	..	641.7	653.0	317.4	2.1	22.5	..	945.8	970.4
		1931-32	1.1	9.9	..	611.9	622.9	320.4	2.4	22.0	..	918.9	943.3
Mysore	3' 3½"	1930-31	2.6	27.2	54.3	2,997.0	3,081.1	112.7	3.0	29.2	56.2	3,105.4	3,193.8
		1931-32	2.1	22.2	45.2	2,592.3	2,661.8	97.8	2.5	23.8	46.7	2,686.6	2,759.6
	2' 6"	1930-31	..	2.0	..	665.9	667.9	23.9	1	2.1	..	689.6	691.8
		1931-32	..	1.1	..	504.8	505.9	12.4	..	1.2	..	517.1	518.3
	2' 0"	1930-31	..	2	..	46.4	46.6	..	..	2	..	46.4	46.6
		1931-32	..	1	..	44.8	44.9	2	..	1	..	45.0	45.1
Shahdara (Delhi)-Saharanpur Light.	2' 6"	1930-31	1	1.5	11.4	1,028.0	1,041.0	17.6	1	1.5	11.7	1,045.3	1,058.6
		1931-32	..	1.2	8.8	850.9	860.9	9.4	1	1.2	9.0	860.0	870.3
TOTAL CLASS II RAILWAYS		1930-31	23.0	160.1	245.4	21,985.6	25,414.1	2,805.2*	29.9*	216.9*	254.6*	27,717.9*	28,219.3*
		1931-32	20.9	135.3	194.4	22,169.2	22,519.8	2,565.5*	27.9*	187.2*	201.7*	24,668.5*	25,065.3*
CLASS III RAILWAYS.													
Ahmadpur-Katwa	2' 6"	1930-31	..	7	4.5	239.6	244.8	6.6	..	8	4.8	245.8	251.4
		1931-32	..	6	3.9	215.5	220.0	6.1	..	6	4.2	221.3	226.1
Arrah-Sasaram Light	2' 6"	1930-31	1.0	..	7.2	636.8	644.9	3.7	1.0	..	7.3	640.3	648.6
		1931-32	8	..	6.0	533.9	540.7	2.7	8	..	6.1	536.5	543.4
Bankura-Damodar River	2' 6"	1930-31	..	5	2.2	203.7	206.4	7.5	..	5	2.3	205.1	207.9
		1931-32	..	5	1.7	181.6	183.8	1.2	..	5	1.8	182.7	185.0
Baraset-Basirhat Light	2' 6"	1930-31	5.0	..	45.3	1,433.8	1,434.1	8	5.0	..	45.4	1,434.5	1,434.9
		1931-32	4.7	..	48.3	1,415.5	1,468.5	1.8	4.7	..	48.4	1,417.2	1,470.3
Bengal Provincial	2' 6"	1930-31	2	1.5	7.9	486.5	496.1	86.9	4	2.1	12.5	568.0	583.0
		1931-32	1	1.1	7.3	420.4	428.9	76.0	2	1.5	10.4	492.8	504.9

* Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class II and III Railways for the years 1930 31 and 1931 32.

PASSENGER MILES (IN THOUSANDS).					AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.					EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS).					Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	
9	236	..	49,886	50,131	54.8	50.3	..	34.8	34.8	Rs. 1	Rs. 12	Rs. ..	Rs. 10.39	Rs. 10.52	Class II Rys.
7	224	..	38,593	38,824	52.1	50.5	..	34.1	34.1	1	12	..	8.04	8.17	Barsi Light.
44	100	585	26,589	27,319	29.6	27.4	18.3	19.5	19.5	6	6	17	4.34	4.63	Bengal Doon.
38	75	376	21,525	22,014	28.8	27.3	17.4	18.5	18.5	5	5	10	3.51	3.71	
106	1,296	..	75,859	77,261	59.3	42.4	..	27.8	28.0	10	66	..	13.62	14.38	Bhavnagar State.
128	1,236	..	75,024	76,388	71.1	45.4	..	27.6	27.8	12	62	..	13.58	14.32	
113	611	1,210	84,882	86,816	81.7	69.1	55.2	38.2	38.6	16	44	37	17.68	18.65	Bikaner State.
102	470	981	72,665	74,218	76.0	66.2	56.8	38.0	38.3	13	29	27	15.14	15.83	
104	633	..	11,715	12,452	38.7	35.8	..	13.8	14.3	31	65	..	3.30	4.26	Darjeeling Himalayan.
78	551	..	9,868	10,497	46.2	37.5	..	15.1	15.7	19	55	..	2.86	3.80	
115	211	820	26,824	27,970	19.2	21.1	20.5	13.8	14.0	14	13	28	5.59	6.14	Dibru Sadiya.
94	142	573	24,104	24,913	17.7	23.7	21.0	13.7	13.9	11	9	19	5.08	5.42	
20	250	71	46,953	47,294	33.7	18.7	15.8	13.0	13.0	3	16	2	10.99	11.20	Gaekwar's Baroda State.
39	256	99	43,774	44,168	32.5	20.3	13.9	13.3	13.4	5	16	3	10.43	10.67	
83	1,282	..	58,699	60,064	41.5	36.6	..	23.7	23.9	8	59	..	10.70	11.37	Gondal.
85	1,127	..	56,178	57,390	47.2	37.3	..	21.4	23.7	8	52	..	10.22	10.82	
113	..	824	37,778	38,715	16.0	..	9.00	13.0	13.0	5	..	23	8.12	8.40	Howrah-Amta Light.
94	..	706	35,585	36,335	16.0	..	10.0	16.0	16.0	5	..	19	7.66	7.90	
60	613	..	24,104	24,777	59.8	54.1	..	34.6	34.9	6	33	..	5.64	6.03	Jamnagar and Dwarka.
71	589	..	23,469	24,129	55.7	54.3	..	34.6	34.9	7	32	..	5.47	5.86	
47	706	..	34,664	35,417	36.3	26.9	..	20.7	20.8	4	33	..	6.29	6.66	Junagad State.
45	613	..	33,512	34,170	35.7	26.5	..	19.8	19.9	4	28	..	6.07	6.39	
140	1,356	..	37,454	38,950	65.3	60.3	..	39.6	40.1	13	67	..	7.03	7.83	Morvi.
155	1,312	..	37,649	39,116	63.3	59.6	..	41.0	41.5	16	67	..	6.98	7.81	
244	1,531	2,523	76,451	80,749	81.3	52.4	44.9	24.6	25.3	18	63	73	14.02	15.56	
190	1,343	2,113	69,639	73,285	76.0	56.4	45.2	25.9	26.6	15	54	60	12.77	14.06	
1	47	..	11,324	11,372	10.0	22.4	..	16.4	16.4	..	2	..	1.87	1.89	Mysore.
1	27	..	8,718	8,746	..	22.5	..	16.9	16.9	..	1	..	1.45	1.46	
..	3	..	706	709	..	15.0	..	15.2	15.2	..	..	..	13	13	
..	2	..	643	645	..	20.0	..	14.3	14.3	..	..	..	11	11	
2	41	295	20,724	21,062	29.0	27.0	25.0	19.6	19.0	..	3	11	4.37	5.01	Shahdara (Delhi) Saharanpur Light.
1	32	211	17,506	17,760	25.0	26.0	23.0	20.0	20.0	..	2	8	4.10	4.20	
1,201	8,917	6,328	624,612	641,058	140.2	141.1	124.8	122.5	122.7	1,35	4,82	1,91	1,24.53	1,32.66	Total Class II Rys.
1,128	7,999	5,059	568,452	582,638	140.4	142.7	125.1	123.1	123.2	1,21	4,24	1,46	1,13.42	1,20.33	
..	11	70	2,834	2,915	..	13.7	14.6	11.5	11.6	..	1	3	88	92	Class III Rys.
..	10	60	2,562	2,632	..	16.7	14.3	11.6	11.6	..	1	2	80	83	Ahmedpur Katwa.
25	..	218	12,592	12,835	25.0	..	29.0	19.0	19.0	3	..	8	2.94	3.05	Arrah-Sasaram Light.
21	..	188	10,582	10,791	26.0	..	31.0	20.0	20.0	2	..	7	2.48	2.57	
..	11	50	3,249	3,310	..	22.0	21.7	15.8	15.9	..	1	2	1.02	1.05	Pankura-Damodar River.
..	10	43	2,893	2,946	..	20.0	23.9	15.8	15.9	..	1	2	90	93	
161	..	1,110	29,072	30,343	31.0	..	24.0	20.0	20.0	6	..	20	3.78	4.04	Baraset-Basirhat Light.
151	..	1,082	29,282	30,515	32.0	..	22.0	21.0	21.0	5	..	19	3.69	3.93	
2	12	91	3,766	3,871	5.41	5.63	7.31	6.62	6.64	..	1	3	93	97	Bengal Provincial.
1	8	73	3,258	3,340	5.21	5.10	7.04	6.61	6.61	..	..	2	80	82	

‡ Columns 20 to 24.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Exclude refunds and remissions.

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36.—Statement of Passengers and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1930-31 and 1931-32—contd.

Railway.	Gauge.	Year.	AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (In thou- sands).	* Aver- age rate a ton of goods was car- ried.	†† Earnings from tons carried (in thou- sands).	Average rate charged for carry- ing a ton of goods one mile. (In pies).
			1st.	2nd.	Inter.	3rd.	Total.	Originat- ing on home line (whether local or foreign).	* Other traf- fic.	* Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
CLASS II RAILWAYS.														
Barsi Light	3' 3 3/4"	1930-31	20.0	10.0	..	4.00	4.03	131	52	183	9,555	52.2	Rs. 5.99	18.1
		1931-32	16.0	10.0	..	4.00	4.04	146	54	200	10,820	51.5	10.79	20.2
Bengal Dockers	3' 3 3/4"	1930-31	24.9	12.4	5.55	3.14	3.26	156	123	279	18,574	66.6	7.73	14.4
		1931-32	24.8	12.2	5.46	3.00	3.11	128	92	220	13,078	68.6	14.21	18.1
Bhavnagar State	3' 3 3/4"	1930-31	18.7	9.68	..	3.45	3.57	240	155	395	23,485	59.5	12.76	10.4
		1931-32	18.0	9.63	..	3.48	3.60	260	131	391	23,279	59.5	12.93	10.7
Bikaner State	3' 3 3/4"	1930-31	27.1	13.7	5.80	4.00	4.10	256	221	477	52,359	109.7	26.42	9.70
		1931-32	24.0	12.0	5.40	4.00	4.10	272	160	432	50,655	117.2	23.34	8.80
Darjeeling Himalayan	2' 0"	1930-31	57.4	19.9	..	6.43	6.57	98	47	145	4,675	32.3	13.21	54.3
		1931-32	46.8	19.3	..	5.56	6.59	100	44	144	4,767	33.0	12.84	51.7
Dibru Sadiya	3' 3 3/4"	1930-31	23.4	11.8	6.56	4.00	4.23	310	31	391	22,547	25.3	23.89	20.3
		1931-32	22.5	12.2	6.37	4.01	4.18	543	63	606	16,640	27.5	17.75	20.5
Gaekwat's Baroda State	2' 6"	1930-31	19.3	12.3	5.80	4.42	4.60	268	143	416	10,975	26.4	9.19	17.3
		1931-32	24.6	12.0	5.82	4.57	4.66	235	143	378	10,500	27.8	9.38	17.2
Gondal	3' 3 3/4"	1930-31	18.5	8.84	..	3.50	3.63	165	297	456	21,795	47.3	10.46	9.21
		1931-32	18.1	8.86	..	3.83	3.62	183	294	477	19,730	41.4	10.86	10.6
Howrah-Amra Light	2' 0"	1930-31	9.00	..	6.00	4.00	6.00	46	15	61	1,161	19.1	1.62	26.8
		1931-32	9.00	..	6.00	4.00	4.17	45	14	59	1,293	21.9	1.57	23.3
Jamnagar and Dwarka	3' 3 3/4"	1930-31	19.9	10.5	..	4.49	4.63	259	57	316	18,411	53.3	6.72	7.01
		1931-32	19.3	10.4	..	4.47	4.67	255	52	307	15,538	50.6	6.29	7.77
Junagad State	3' 3 3/4"	1930-31	17.7	8.92	..	3.48	3.61	187	35	222	8,611	33.9	5.96	13.3
		1931-32	17.8	8.73	..	3.48	3.59	190	39	229	8,516	37.2	5.90	13.3
Morvi	3' 3 3/4"	1930-31	18.3	9.51	..	3.60	3.86	56	253	314	19,857	63.2	10.96	10.6
		1931-32	19.9	9.82	..	3.56	3.83	75	172	247	14,455	58.5	8.19	10.9
Mysore	3' 3 3/4"	1930-31	14.2	7.90	5.56	3.52	3.70	213	103	316	18,190	57.6	11.73	12.4
		1931-32	15.2	7.72	5.45	3.52	3.68	238	89	327	19,441	59.5	11.81	11.7
	2' 6"	1930-31	..	8.17	..	3.17	3.19	31	3	39	1,625	41.7	1.39	16.4
		1931-32	..	7.11	..	3.19	3.21	28	7	35	1,525	43.6	1.25	15.7
Shahdara (Delhi) Saharan- pur Light.	2' 0"	1930-31	..	..	..	3.54	3.52	8	..	8	223	28.5	36	30.3
		1931-32	..	..	..	3.23	3.27	5	..	5	158	31.6	28	34.0
TOTAL CLASS II RAILWAYS	..	1930-31	20.0	12.0	7.50	4.50	11.0	49	34	83	4,055	49.0	3.61	17.1
		1931-32	20.0	12.0	7.50	4.50	11.0	58	28	86	4,050	47.9	4.04	19.2
CLASS III RAILWAYS.														
Ahmedpur-Katwa	2' 6"	1930-31	..	17.5	8.21	5.96	6.06	9	4	13	263	20.2	18	11.5
		1931-32	..	19.2	6.40	6.00	6.05	11	4	15	298	19.9	22	14.2
Arrah-Sasaram Light	2' 6"	1930-31	20.0	..	7.50	4.50	11.0	43	8	51	1,512	29.8	1.00	12.8
		1931-32	20.0	..	7.50	4.50	11.0	50	7	57	1,827	32.1	1.16	12.2
Bankura-Damoodar River	2' 6"	1930-31	..	17.4	7.63	6.03	6.09	14	8	22	965	43.9	50	9.60
		1931-32	..	19.2	8.90	6.00	6.00	16	8	24	1,010	42.1	51	9.70
Baraset-Basirhat Light	2' 6"	1930-31	9.00	..	6.00	4.00	6.00	35	6	41	1,193	29.2	1.11	18.8
		1931-32	9.00	..	6.00	4.00	6.00	35	6	41	1,139	27.8	1.12	18.9
Bengal Provincial	2' 6"	1930-31	20.9	10.8	5.39	4.76	4.81	16	8	24	312	13.0	34	20.9
		1931-32	22.6	10.9	5.50	4.69	4.73	10	6	16	223	13.6	25	21.7

* Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway, are considered as two or more separate consignments.

†† Exclude refunds and remissions.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1930-31 and 1931-32—contd.

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINE WHETHER LOCAL OR FOREIGN (IN HUNDREDS).					Other traffic.	PASSENGERS CARRIED (IN HUNDREDS).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total (Col. 8 + 9.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—contd.													
Bakhtnagar Bihar Light .	2' 6"	1930-31	2	2,3	13,6	521,7	537,8	69,8	2	2,7	17,9	586,8	607,6
		1931-32	2	2,1	12,8	558,1	573,2	86,1	2	2,6	17,4	639,1	659,3
Burdwan-Katwa	2' 6"	1930-31	..	7	5,4	319,8	325,9	9,7	..	7	6,0	328,9	336,6
		1931-32	..	4	5,1	289,7	295,2	9,8	..	4	5,5	299,1	305,0
Cutch State	2' 6"	1930-31	..	1,8	..	95,9	97,7	..	..	1,8	..	95,9	97,7
		1931-32	..	1,8	..	121,6	123,4	..	..	1,8	..	121,6	123,4
Dehri Rohtas Light . . .	2' 6"	1930-31	2	..	4	119,9	120,5	..	2	..	4	119,9	120,5
		1931-32	1	..	2	100,0	100,3	..	1	..	2	100,0	100,3
Dholpur-Bari	2' 6"	1930-31	..	2	..	138,5	138,7	2	..	2	..	138,7	138,9
		1931-32	..	2	..	107,7	107,9	..	..	2	..	107,7	107,9
Futwah-Jalamipur . . .	2' 6"	1930-31	4	..	6,8	334,0	341,2	14,3	4	..	8,2	346,9	355,5
		1931-32	2	..	6,0	284,5	290,7	12,3	2	..	7,1	295,7	303,0
Gwalior Light	2' 6"	1930-31	1	3,4	..	416,4	419,9	1,1	1	3,5	..	417,4	421,0
		1931-32	1	2,3	..	389,5	391,9	1,1	1	2,3	..	390,6	393,0
Howrah-Sheekhala Light .	2' 6"	1930-31	9	..	23,2	832,6	856,7	1	9	..	23,2	832,7	856,8
		1931-32	7	..	20,3	792,4	813,4	..	7	..	20,3	792,4	813,4
Jagadhri Light	2' 6"	1930-31	..	..	4	91,6	92,0	..	..	..	4	91,6	92,0
		1931-32	..	..	2	55,0	55,2	..	..	..	2	55,0	55,2
Jessore-Jhenidah	2' 6"	1930-31	..	..	2	146,5	146,7	3	..	..	2	146,7	147,0
		1931-32	..	..	2	172,3	172,5	..	..	..	2	172,3	172,5
Jorhat (Provincial) . . .	2' 6"	1930-31	†	†	†	†	†	†	†	†	†	†	†
		1931-32	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2' 6"	1930-31	..	1,0	14,7	845,8	861,5	5	..	1,0	14,8	846,2	862,0
		1931-32	..	3	8,2	715,4	723,9	2	..	3	8,2	715,6	724,1
Kulasekarapatnam Light .	2' 6"	1930-31	..	..	..	241,3	241,3	..	..	..	..	241,3	241,3
		1931-32	..	..	..	229,5	229,5	..	..	..	..	229,5	229,5
Matheran Light	2' 6"	1930-31	1,5	3,7	..	7,1	12,3	8,3	2,1	7,0	..	11,5	20,6
		1931-32	1,2	3,5	..	7,3	12,0	8,2	1,6	6,8	..	11,5	20,2
Porbandar State	3' 3½"	1930-31	2	2,6	..	284,5	287,3	68,3	5	4,3	..	350,8	365,6
		1931-32	2	2,5	..	265,5	268,2	65,4	3	4,0	..	319,3	323,6
Tezpur-Balipara	2' 6"	1930-31	2	..	2,6	233,1	236,0	..	2	..	2,7	233,1	236,0
		1931-32	2	..	2,0	287,6	289,8	..	2	..	2,0	287,6	289,8
Trivellore Light	2' 6"	1930-31	..	..	..	60,7	60,7	..	..	..	..	60,7	60,7
		1931-32	..	..	..	46,2	46,2	..	..	..	..	46,2	46,2
Udaipur-Chittorgarh . . .	3' 3½"	1930-31	6	3,2	2,1	491,9	497,8	66,1	1,4	4,9	2,1	555,5	563,9
		1931-32	7	2,5	2,4	472,8	478,4	65,8	1,3	4,0	2,4	536,5	544,2
TOTAL CLASS III RAILWAYS	..	1930-31	10,5	21,6	136,5	8,181,7	8,350,3	1338,2	112,4	129,5	1,148,3	18,498,3	18,638,5
		1931-32	9,2	17,8	124,6	7,652,0	7,803,6	1336,7	110,4	126,0	1,134,4	17,970,5	18,140,3

† Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.
† Not available.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	PASSENGER MILES (IN THOUSANDS).					AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
			1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.
15	16	17	18	19	20	21	22	23	24	25	26	27
CLASS III—contd.												
Bakhtiarpur-Bihar Light	2' 6"	1930-31	5	48	322	8,975	9,350	20.0	17.0	17.0	15.0	15.0
		1931-32	4	45	324	11,045	11,418	20.0	17.0	19.0	17.0	17.0
Burdwan-Katwa	2' 6"	1930-31	..	17	125	4,223	4,370	..	24.2	20.8	12.8	13.0
		1931-32	..	9	108	3,789	3,906	..	22.5	19.8	12.7	12.8
Cutch-State	2' 6"	1930-31	..	66	..	2,391	2,457	..	35.6	..	24.9	25.1
		1931-32	..	69	..	3,387	3,456	..	38.3	..	27.9	28.0
Dehri Rohtas Light	2' 6"	1930-31	4	..	7	1,518	1,529	17.0	..	17.0	13.0	13.0
		1931-32	2	..	5	969	976	20.0	..	18.0	9.00	9.00
Dholpur Bari	2' 6"	1930-31	..	4	..	2,818	2,822	..	27.4	..	20.3	20.3
		1931-32	..	5	..	2,112	2,117	..	29.3	..	19.6	19.6
Futwah-Islampur	2' 6"	1930-31	7	..	127	5,334	5,468	16.0	..	15.0	15.0	15.0
		1931-32	4	..	93	4,513	4,610	16.0	..	13.0	15.0	15.0
Gwalior Light	2' 6"	1930-31	7	157	..	11,156	11,320	61.0	65.0	..	27.0	27.0
		1931-32	5	107	..	10,814	10,926	73.0	46.0	..	28.0	28.0
Howrah-Sheakhala Light	2' 0"	1930-31	11	..	143	6,874	7,028	12.0	..	6.00	8.00	8.00
		1931-32	10	..	119	6,519	6,648	15.0	..	6.00	8.00	8.00
Jagadhri Light	2' 0"	1930-31	..	..	2	303	305	3.31	..	3.31	3.31	3.31
		1931-32	..	..	1	182	183	3.31	..	3.31	3.31	3.31
Jessore-Jhenidah	2' 6"	1930-31	..	..	4	1,703	1,707	14.7	12.4	13.8	11.6	11.6
		1931-32	..	1	5	1,826	1,832	28.0	23.0	22.0	10.0	11.0
Jorhat (Provincial)	2' 0"	1930-31	†	†	†	†	†	†	†	†	†	†
		1931-32	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2' 6"	1930-31	..	12	60	6,923	6,995	..	12.0	4.05	8.18	8.10
		1931-32	..	5	30	6,186	6,221	..	16.7	3.70	8.60	8.60
Kulasekarapatnam Light	2' 0"	1930-31	..	..	..	2,432	2,432	..	..	..	10.1	10.1
		1931-32	..	..	..	2,224	2,224	..	..	..	9.69	9.69
Matheran Light	2' 0"	1930-31	2	3	..	3	8	0.95	0.43	..	0.26	0.38
		1931-32	2	3	..	4	9	1.25	0.44	0.31	0.34	0.45
Porbandar State	3' 3½"	1930-31	15	135	..	6,896	7,046	31.4	31.5	..	19.7	19.8
		1931-32	10	125	..	6,370	6,505	32.8	30.9	..	20.0	20.1
Tarpore-Balipara	2' 6"	1930-31	3	..	33	2,113	2,154	15.0	..	13.1	9.08	9.56
		1931-32	4	..	26	2,634	2,664	21.0	..	13.0	9.17	9.19
Trivellore Light	2' 0"	1930-31	..	..	..	22	22	..	..	..	2.37	2.37
		1931-32	..	..	..	110	110	..	..	..	2.37	2.37
Udaipur-Chitorgarh	3' 3½"	1930-31	99	294	104	19,833	20,330	70.4	59.8	49.9	35.7	36.1
		1931-32	71	244	107	19,755	20,177	54.6	60.8	44.4	36.8	37.1
Total Class III Railways	..	1930-31	341	770	2,466	135,040	138,617	*27.5	*26.1	*16.6	*16.9	*15.9
		1931-32	285	641	2,264	131,016	134,206	*27.4	*25.6	*16.8	*16.4	*16.5

*Columns 23 to 27.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

†Not available.

Class II and III Railways for the years 1930-31 and 1931-32—concl'd.

EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (in thousands).	† Average miles a ton of goods was carried.	** Earnings from tons carried (in thousands).	Average rate charged for carrying a ton of goods one mile (in pies).	Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	† Other traffic.	† Total.					
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		Class III—concl'd.
1	3	12	1.97	2.03	20.0	12.0	7.50	4.00	4.17	36	22	58	1,154	19.9	1.12	13.6	Bukhtiar-pur-sikhar Light.
..	3	13	2.30	2.46	20.0	12.0	7.50	4.00	4.13	45	23	68	1,298	19.2	1.33	19.6	
..	1	5	1.32	1.33	..	11.2	7.68	5.99	6.06	20	10	30	668	22.2	43	11.5	Burdwan-Katwa.
..	1	5	1.18	1.24	..	21.3	8.90	6.00	6.10	20	10	30	662	22.1	43	12.5	
..	3	..	57	60	..	8.77	..	4.55	4.66	24	..	24	397	16.5	38	13.4	Cutch-State.
..	3	..	74	77	..	8.08	..	4.20	4.27	27	..	27	515	18.9	41	15.1	
..	..	..	30	30	20.0	..	7.00	3.75	3.75	103	7	110	†	†	1.94	†	Dehri Rohtas Light.
..	..	..	25	25	20.0	..	7.00	3.75	5.04	83	7	90	†	†	1.45	†	
..	..	..	59	59	..	14.9	..	4.00	4.02	55	6	61	2,270	37.3	1.29	10.9	Dholpur-Bari.
..	..	..	44	44	..	15.0	..	4.00	4.02	59	3	62	2,264	36.7	1.01	8.53	
1	..	5	1.11	1.17	20.0	..	7.50	4.00	4.11	16	7	23	421	13.3	38	17.3	Futwah-Islampur.
..	..	4	94	98	20.0	..	7.50	4.00	4.08	11	8	19	323	17.0	29	17.2	
1	10	..	3.04	3.15	30.0	12.0	..	5.00	5.00	107	30	137	5,817	42.0	3.28	11.0	Gwalior Light.
1	7	..	2.81	2.89	30.0	12.0	..	5.00	5.00	121	29	150	5,888	39.0	3.65	12.0	
1	..	3	1.28	1.32	9.00	..	6.00	4.00	6.00	11	4	15	217	14.5	30	26.5	Howrah-Sheakhala Light.
..	..	3	1.23	1.26	9.00	..	6.00	4.00	6.00	11	3	14	209	14.8	29	26.6	
..	..	..	6	6	20.5	..	7.43	3.67	3.69	7	..	7	22	3.31	8	69.8	Jagadhri Light.
..	..	..	4	4	21.8	..	7.25	3.62	3.66	5	..	5	15	3.31	5	66.0	
..	..	..	27	27	9.53	4.06	2.99	0.95	3.04	5	5	10	207	21.3	40	37.1	Jessore-Jhenidah.
..	..	..	29	29	16.0	8.00	6.00	3.00	3.50	4	4	8	164	21.0	29	20.0	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat (Provincial).
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	1	2	1.68	1.71	..	16.0	6.40	4.66	4.69	44	7	51	977	19.1	64	11.5	Kalighat-Falta.
..	1	1	1.49	1.51	..	38.4	6.40	4.60	4.70	55	12	67	1,312	19.6	82	12.0	
..	..	..	76	76	..	..	..	6.00	6.00	20	..	20	218	11.0	53	47.3	Kulasekar-apatnam Light.
..	..	..	69	69	..	..	..	6.00	6.00	17	..	17	182	10.5	44	46.6	
6	30	..	30	66	6.00	10.0	..	10.0	9.00	1	1	2	4	2.00	18	8.00	Matheran Light.
10	33	..	32	75	5.00	11.0	..	8.00	8.00	1	2	3	2	1.00	16	8.00	
1	6	..	1.25	1.32	17.8	8.85	..	3.47	3.61	145	20	165	4,154	25.2	1.97	9.10	Porbandar State.
1	6	..	1.15	1.22	18.0	8.96	..	3.48	3.61	127	12	139	3,528	25.3	1.73	9.44	
..	..	1	50	51	30.0	..	7.00	4.50	4.10	19	..	19	971	50.1	1.07	21.1	Tezpore-Balipara.
..	..	1	62	63	20.0	..	7.00	4.50	4.55	17	..	17	859	50.0	94	21.0	
..	..	..	4	4	..	..	..	6.00	6.00	..	..	..	..	..	..	..	Trivellore Light.
..	..	..	3	3	..	..	..	6.00	6.00	..	..	..	..	..	..	..	
12	18	3	3.06	3.39	24.5	11.7	4.50	2.97	3.20	18	37	55	2,354	53.7	1.88	12.9	Udaipur-Chitorgarh.
9	15	2	3.07	3.33	23.8	11.7	4.64	2.98	3.17	25	32	57	2,560	44.9	1.8	14.1	
32	75	67	27.55	29.29	21.4	18.7	5.22	3.92	4.07	746	190	936	24,596	26.3	19.00	14.8	Total Class III Rys.
28	71	61	26.26	27.86	20.4	21.5	5.17	3.85	3.99	750	176	926	24,278	26.2	18.43	14.6	

† Columns 39, 40 and 42.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

† Not available.

** Excludes refunds and remissions.

37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				SHUNTING AND OTHER ENGINE MILES (IN THOUSANDS).			Total engine miles (in thousands) Cols. 7 & 10.	Rail motor Car miles.	Steam Coach miles.	TONS OF COAL CONSUMED ON LOCOMOTIVES.				
			† Pas-senger.	† Mixed.	† Goods.	Total (including departmental).	† Shunt-ing.	* Mis-cel-lane-ous.	§ Total.				For- eign Coal.	Indian Coal.	Wood.	Oil fuel.	(a) Total (in terms of Coal).
			4	5	6	7	8	9	10				14	15	16	17	18
CLASS II.																	
Barsi Light.	2' 6"	1930-31	330	239	12	582	74	13	87	669	..	117	..	13,304	..	..	13,304
		1931-32	294	219	26	539	75	16	91	630	2	97	..	12,588	..	..	12,588
Bengal Doars.	3' 3½"	1930-31	1	286	55	367	27	15	42	409	..	..	..	8,030	..	..	8,030
		1931-32	1	285	37	339	16	13	29	368	..	..	..	6,912	..	..	6,912
Bhavnagar State.	3' 3½"	1930-31	281	274	86	654	177	12	189	843	3	12	5,515	13,487	33	10	19,033
		1931-32	289	266	87	646	158	16	174	820	5	19	308	17,872	37	..	18,195
Bikaner State.	3' 3½"	1930-31	9	856	114	985	93	27	120	1,105	..	..	..	24,701	101	..	24,742
		1931-32	8	878	100	1,000	89	24	113	1,113	..	..	..	22,891	106	..	22,933
Darjeeling-Himalayan	2' 0"	1930-31	37	292	267	596	46	21	67	663	..	..	..	13,318	..	..	13,318
		1931-32	37	264	252	553	44	20	64	617	..	..	..	13,134	..	..	13,134
Dibru-Sadiya	3' 3½"	1930-31	..	277	114	391	198	3	201	492	..	..	..	13,199	..	..	13,199
		1931-32	..	244	85	329	163	3	166	495	..	..	..	10,831	..	..	10,831
Gadkwar's Baroda State	2' 6"	1930-31	59	486	9	577	123	9	132	709	12	3	..	9,867	70	..	9,895
		1931-32	32	475	14	531	108	7	115	646	13	10	..	8,804	69	5	8,840
Gondal	3' 3½"	1930-31	118	254	56	461	139	29	159	620	..	..	..	14,076	46	..	14,094
		1931-32	104	275	60	469	141	19	160	629	..	..	..	14,191	52	..	14,212
Howrah-Amta Light.	2' 0"	1930-31	131	128	22	281	8	2	10	291	..	..	..	3,876	..	..	3,876
		1931-32	146	118	10	273	8	1	9	282	..	..	..	3,904	..	..	3,904
Jamnagar and Dwaraka.	3' 3½"	1930-31	75	131	78	291	89	1	90	381	8	..	..	10,763	82	..	10,796
		1931-32	78	141	50	278	88	1	89	367	19	..	..	9,276	151	..	9,336
Junagad State	3' 3½"	1930-31	64	155	22	253	63	3	68	321	..	..	..	7,596	61	..	7,620
		1931-32	68	183	12	264	56	2	58	322	..	..	..	7,552	57	..	7,575
Morvi	3' 3½"	1930-31	132	143	39	330	42	..	42	372	..	..	..	11,013	106	..	11,066
		1931-32	139	145	18	313	54	..	54	367	..	..	..	9,714	105	..	9,756
Mysore	3' 3½"	1930-31	330	306	133	808	169	..	169	977	..	..	..	20,331	22	..	20,840
		1931-32	321	308	123	783	177	..	177	960	..	..	..	19,934	16	..	19,940
	2' 6"	1930-31	..	165	..	166	17	..	17	183	..	..	..	3,037	8	..	3,040
		1931-32	17	132	1	150	11	..	11	161	..	..	..	2,798	..	..	2,798
Shahdara Delhi-Saranpur Light.	2' 0"	1930-31	..	20	17	39	5	..	5	44	..	..	..	647	..	..	647
		1931-32	..	20	8	28	4	..	4	32	..	..	..	511	..	..	511
	2' 6"	1930-31	..	135	3	139	12	..	12	151	..	..	..	2,284	11	..	2,288
		1931-32	..	125	4	131	10	..	10	141	..	..	..	2,273	10	..	2,277
Total Class II Railways.	..	1930-31	1,567	4,147	1,027	6,920	1,284	126	1,410	8,330	23	132	5,515	170,029	540	10	175,778
		1931-32	1,534	4,078	887	6,626	1,202	122	1,324	7,950	39	117	308	162,285	603	5	162,842
CLASS III.																	
Ahmadpur-Katwa.	2' 6"	1930-31	7	68	..	79	22	20	42	121	..	..	..	1,257	..	..	1,257
		1931-32	..	73	..	77	28	14	42	119	..	..	..	839	..	..	839
Arrah-Sasaram Light.	2' 8"	1930-31	19	97	2	118	10	..	10	128	..	..	..	1,565	..	..	1,565
		1931-32	29	88	2	119	9	..	9	128	..	..	..	1,500	..	..	1,500
Bankura Damoodar River.	2' 6"	1930-31	..	122	3	127	41	23	69	196	..	..	..	1,364	..	..	1,364
		1931-32	5	108	2	117	22	36	58	175	..	..	..	1,357	..	..	1,357

* Includes light, assisting required, assisting not required, siding and departmental. † Includes rail motor car miles and steam coach miles. ‡ Excluding departmental. § Including Departmental.

†† Figures relating to Internal Combustion miles are "Nil".

and III Railways for the years 1930-31 and 1931-32.

(b) TOTAL OF COAL CONSUMED FOR OTHER THAN LOCOMOTIVE PURPOSES (DEPARTMENTAL).				TOTAL NUMBER OF TONS OF COAL CONSUMED.					AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON IN- CLUDING ALL FREIGHT BOTH RAIL AND SEA FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINE SHED FROM WHERE ISSUED TO LOCOMOTIVES (IN RUPEES).				Railway.
For- eign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
..	242	7	245	..	13,546	7	..	13,549	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	CLASS II.
..	207	..	207	..	12,795	..	..	12,795	..	5.80	9.80	..	..	12.2	9.80	..	Barsi
..	1,105	..	1,105	..	9,135	..	..	9,135	..	6.20	..	..	..	12.1	..	..	Light.
..	94	..	94	..	6,106	..	..	6,106	..	4.14	..	..	..	11.0	..	..	Bengal
..	1,458	..	1,458	5,515	14,945	33	10	20,491	9.00	9.39	12.0	350.0	18.6	19.4	12.0	350.0	Doars.
..	1,324	..	1,324	308	19,196	37	..	19,519	10.0	9.64	16.3	..	18.0	19.5	16.3	..	Bhavnagar
..	4,064	..	4,064	..	28,765	101	..	28,806	..	4.73	10.0	..	..	15.3	10.0	..	State.
..	5,073	..	5,073	..	27,964	108	..	28,006	..	4.73	10.0	..	..	15.6	10.0	..	Bikaner
..	2,164	..	2,164	..	15,482	..	..	15,482	..	5.00	..	..	..	12.0	..	..	State.
..	2,080	..	2,080	..	15,214	..	..	15,214	..	5.06	..	..	..	11.5	..	..	Darjeeling-
..	3,610	..	3,610	..	16,809	..	..	16,809	..	9.61	..	..	..	13.0	..	..	Himalayan.
..	3,818	..	3,818	..	14,649	..	..	14,649	..	8.75	..	..	..	13.0	..	..	Dibru-
..	1,103	20	1,111	..	10,970	90	..	11,006	..	4.78	6.50	..	..	16.8	6.50	..	Sadiya.
..	926	19	934	..	9,730	88	5	9,774	..	4.90	6.50	455.0	..	16.9	8.30	455.0	Gaekwar's
..	557	13	562	..	14,633	59	..	14,656	..	22.6	**	..	..	22.8	16.2	..	Baroda
..	342	8	345	..	14,533	60	..	14,557	..	22.4	**	..	..	22.6	16.2	..	State.
..	981	..	981	..	4,857	..	..	4,857	..	4.50	..	..	..	9.48	..	..	Gondal.
..	1,237	..	1,237	..	5,141	..	..	5,141	..	4.00	..	..	..	8.86	..	..	Howrah-
..	58	..	58	..	10,821	32	..	10,854	..	4.67	27.3	..	..	20.1	27.3	..	Amta
..	122	..	122	..	9,398	151	..	9,458	..	4.33	15.1	..	..	20.1	15.0	..	Light.
..	385	39	401	..	7,981	100	..	8,021	..	20.3	10.9	..	..	21.4	10.9	..	Jamnagar
..	543	32	556	..	8,095	89	..	8,131	..	16.6	10.0	..	..	17.7	10.0	..	and
..	198	6	200	..	11,211	112	..	11,256	..	5.29	5.43	..	..	19.7	5.43	..	Dwarka.
..	186	8	189	..	9,900	113	..	9,945	..	5.08	4.15	..	..	18.2	4.15	..	Junagad
..	2,236	11	2,290	..	23,117	33	..	23,130	..	5.00	7.00	..	..	16.0	7.00	..	State.
..	2,085	9	2,089	..	22,019	25	..	22,029	..	5.00	7.19	..	..	15.5	7.19	..	Morvi.
..	..	..	..	..	3,037	8	..	3,040	..	5.00	7.00	..	..	17.0	7.00	..	..
..	12	..	12	..	2,810	..	..	2,810	..	5.00	..	..	..	16.2	..	..	Mysore.
..	54	..	54	..	701	..	..	701	..	5.00	..	..	..	16.0	..	..	..
..	20	..	20	..	531	..	..	531	..	5.00	..	..	..	16.4	..	..	..
..	414	2	415	..	2,698	13	..	2,703	..	5.00	13.5	..	..	13.9	13.5	..	Shahdara
..	385	1	385	..	2,658	11	..	2,662	..	5.00	13.5	..	..	13.8	13.5	..	(Delhi)-
..	18,679	98	18,718	5,515	188,708	638	10	194,496	..	..	..	..	..	..	..	..	Saharanpur
..	18,454	77	18,485	308	180,739	680	5	181,327	..	..	..	..	..	..	..	..	Light.
..	145	..	145	..	1,402	..	..	1,402	..	4.75	..	..	..	8.20	..	..	Total Class
..	90	..	90	..	929	..	..	929	..	4.75	..	..	..	8.65	..	..	II Rail-
..	460	..	460	..	2,025	..	..	2,025	..	3.00	..	..	..	8.38	..	..	ways.
..	447	..	447	..	1,947	..	..	1,947	..	2.75	..	..	..	8.17	..	..	CLASS III.
..	555	..	555	..	2,419	..	..	2,419	..	4.75	..	..	..	6.70	..	..	Ahmadpur-
..	456	..	456	..	1,813	..	..	1,813	..	4.75	..	..	..	6.95	..	..	Katwa.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Arrah-
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Sasaram
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Light.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Bankura
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Damodar
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	River.

(a) 2½ Tons of Wood=1 Ton of Coal, and 0.55 Ton of Oil Fuel=1 Ton of Coal.

(b) Figures relating to Oil Fuel in respect to total of coal consumed for other than locomotive purposes are 'Nil'.

** Information not available.

37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				SHUNTING AND OTHER ENGINE MILES (IN THOUSANDS).			(in thousands) Cols. 7 + 10.	Rail motor car miles.	Steam Coach miles.	Internal Combustion miles.
			§ Passenger.	Mixed.	§ Goods.	Total (including departmental).	§ Shunting.	* Miscellaneous.	** Total.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS III— contd.													
Baraset-Basirhat Light.	2' 6"	1930-31	203	13	7	223	6	..	6	229	..	..	..
		1931-32	203	14	7	224	6	..	6	230	..	..	..
Bengal Provincial.	2' 6"	1930-31	1	98	..	99	8	1	9	108	..	..	..
		1931-32	1	96	..	97	8	2	10	107	..	..	..
Bukhtiarpur-Bihar Light	2' 6"	1930-31	..	81	1	82	9	3	12	94	..	..	..
		1931-32	4	66	3	73	12	1	13	86	..	..	..
Burdwan-Katwa.	2' 6"	1930-31	37	95	1	134	37	20	57	191	..	..	..
		1931-32	36	97	1	136	23	35	58	194	..	..	..
Cutch State	2' 6"	1930-31	12	26	1	49	14	2	16	65	1	..	..
		1931-32	1	54	..	57	9	12	21	78	..	..	..
Dehri-Rohatas Light.	2' 6"	1930-31	..	48	..	48	18	..	18	66	..	..	..
		1931-32	..	48	..	48	9	..	9	57	..	..	..
Dholpur-State.	2' 6"	1930-31	3	62	..	66	12	..	12	73	1	..	..
		1931-32	..	59	..	59	13	2	15	74	2	..	..
Futwah-Islampur.	2' 6"	1930-31	17	38	3	58	4	..	4	62	..	..	..
		1931-32	12	41	..	53	3	..	3	56	..	..	..
Gwalior Light.	2' 6"	1930-31	3	206	37	246	43	4	47	293	..	..	..
		1931-32	5	204	39	248	44	6	50	298	..	..	..
Howrah-Sheakhala Light.	2' 0"	1930-31	18	50	2	70	2	..	2	72	..	..	..
		1931-32	18	54	1	73	2	..	2	75	..	..	..
Jagadhri Light.	2' 0"	1930-31	..	12	..	12	1	..	1	13	..	..	..
		1931-32	..	7	..	7	1	..	1	8	..	..	..
Jessore-Jhenidah.	2' 6"	1930-31	..	56	..	59	27	33	60	119	3	..	..
		1931-32	..	64	..	65	4	1	5	70	2	..	..
Jorhat (Provincial).	2' 0"	1930-31	†	†	†	†	†	†	†	†	†	†	†
		1931-32	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta.	2' 6"	1930-31	84	61	1	146	131	29	160	306	..	..	..
		1931-32	61	80	2	143	45	95	140	283	..	..	..
Kulasekara-rapatnam Light.	2' 0"	1930-31	..	2	13	15	..	..	..	15	59	..	..
		1931-32	..	1	6	7	..	..	..	7	53	..	..
Matheran Steam Tramway.	2' 0"	1930-31	8	..	4	12	..	..	..	12	7	..	..
		1931-32	9	..	3	12	..	..	..	12	8	..	..
Porbandar State.	3' 3½"	1930-31	28	49	16	93	21	..	21	114	..	..	..
		1931-32	9	47	16	72	17	..	17	89	..	..	..
Tezapore-Balipara Light.	2' 6"	1930-31	..	..	..	33	..	..	..	33	..	..	..
		1931-32	..	..	..	32	..	..	..	32	..	..	..
Trivellore Light.	2' 0"	1930-31	5	..	..	5	..	..	..	5	..	..	..
		1931-32	4	..	..	4	..	..	..	4	..	..	..
Udaipur-Chittorgarh	3' 3½"	1930-31	104	12	44	160	13	4	17	177	..	..	..
		1931-32	103	31	34	168	15	8	23	191	..	..	..
Total Class III Railways:		1930-31	549	1,196	135	1,934	419	144	563	2,497	71	..	..
		1931-32	500	1,232	116	1,891	270	212	482	2,373	65	..	..

* Includes light, assisting required, assisting
† Information not available.

§ Excluding departmental.

** Including Departmental.

(a) 2½ Tons of Wood=1 Ton of Coal and 0.55

and III Railways for the years 1930-31 and 1931-32—contd.

TONS OF COAL CONSUMED ON LOCOMOTIVES.					TONS OF COAL CONSUMED FOR OTHER THAN LOCOMOTIVE PURPOSES (DEPARTMENTAL).					TOTAL NUMBER OF TONS OF COAL CONSUMED.					Railway.
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
..	2,541	..	..	2,541	..	1,250	..	..	1,250	..	3,791	..	..	3,791	CLASS III—contd.
..	2,684	..	..	2,684	..	797	..	..	797	..	3,481	..	..	3,481	Baraset-Basirhat Light.
..	1,706	..	..	1,706	..	..	..	..	..	..	1,706	..	..	1,706	Bengal Provincial.
..	1,592	..	..	1,592	..	..	..	..	..	..	1,592	..	..	1,592	Bukhtiarpur-Bihar Light.
..	1,040	..	..	1,040	..	279	..	..	279	..	1,319	..	..	1,319	Burdwan-Katwa.
..	1,089	..	..	1,089	..	321	..	..	321	..	1,410	..	..	1,410	Burdwan-Katwa.
..	1,875	..	..	1,875	..	469	..	..	469	..	2,344	..	..	2,344	Cutch State.
..	1,422	..	..	1,422	..	345	..	..	345	..	1,767	..	..	1,767	Cutch State.
784	..	12	..	789	21	..	..	..	21	805	..	12	..	819	Dehri-Rohtas Light.
..	889	14	..	895	..	20	..	..	20	..	909	14	..	915	Dehri-Rohtas Light.
..	1,791	..	..	1,791	..	152	..	..	152	..	1,943	..	..	1,943	Dholpur State.
..	1,395	..	..	1,395	..	152	..	..	152	..	1,547	..	..	1,547	Dholpur State.
..	1,239	5	..	1,241	..	..	..	..	..	..	1,239	5	..	1,241	Ertwah-Islampur.
..	1,235	5	..	1,237	..	..	..	..	..	..	1,235	5	..	1,237	Ertwah-Islampur.
..	656	..	..	656	..	168	..	..	168	..	824	..	..	824	Gwalior Light.
..	565	..	..	565	..	142	..	..	142	..	707	..	..	707	Gwalior Light.
..	4,879	2	..	4,880	..	433	4	..	435	..	5,312	6	..	5,315	Howrah-Sheakhala Light.
..	4,729	1	..	4,729	..	160	5	..	162	..	4,889	6	..	4,891	Howrah-Sheakhala Light.
..	913	..	..	913	..	247	..	..	247	..	1,160	..	..	1,160	Jagadhri Light.
..	1,003	..	..	1,003	..	318	..	..	318	..	1,321	..	..	1,321	Jagadhri Light.
..	173	2	..	174	..	..	..	..	..	..	173	2	..	174	Jessore-Jhenidah.
..	116	1	..	116	..	18	..	..	18	..	134	1	..	134	Jessore-Jhenidah.
..	1,291	..	1	1,293	..	..	..	..	..	..	1,291	..	1	1,293	Jorhat (Provincial).
..	1,477	..	1	1,479	..	..	..	8	15	..	1,477	..	9	1,494	Jorhat (Provincial).
..	1,070	..	..	1,070	..	81	..	..	81	..	1,151	..	..	1,151	Kalighat-Falta.
..	1,035	..	..	1,035	..	73	..	..	73	..	1,108	..	..	1,108	Kalighat-Falta.
..	2,441	..	..	2,441	..	421	..	..	421	..	2,862	..	..	2,862	Kulasekara-patnam Light.
..	1,782	..	..	1,782	..	347	..	..	347	..	2,129	..	..	2,129	Kulasekara-patnam Light.
..	..	..	58	105	..	..	..	..	..	..	..	..	58	105	Matheran Steam Tramway.
..	..	..	50	91	..	..	..	..	..	..	..	..	50	91	Matheran Steam Tramway.
..	426	..	..	426	..	..	..	..	..	..	426	..	..	426	Porbandar State.
..	350	..	..	350	..	..	..	..	..	..	350	..	..	350	Porbandar State.
..	2,653	5	..	2,655	..	115	..	..	115	..	2,768	5	..	2,770	Tezpur-Balipara Light.
..	2,045	5	..	2,047	..	73	..	..	73	..	2,118	5	..	2,120	Tezpur-Balipara Light.
..	662	..	..	662	..	153	..	..	153	..	820	..	..	820	Trivellore Light.
..	667	..	..	667	..	133	..	..	133	..	800	..	..	800	Trivellore Light.
..	108	15	..	114	..	..	..	..	..	..	108	15	..	114	Udaipur-Chittorgarh.
..	64	6	..	66	..	..	..	..	..	..	64	6	..	66	Udaipur-Chittorgarh.
..	3,754	6	..	3,756	..	1,092	..	..	1,092	..	4,846	6	..	4,848	Total Class III Railways.
..	3,866	5	..	3,868	..	1,643	..	..	1,643	..	5,509	5	..	5,511	Total Class III Railways.
784	33,904	47	59	34,814	21	6,025	4	..	6,043	805	39,929	51	59	40,862	
..	31,701	37	51	31,808	..	5,535	5	8	5,552	..	37,236	42	59	37,360	

not required, siding and departmental.

Ton of Oil fuel=1 Ton of Coal.

37.—Statistics of engine miles and Coal consumption of Class II and III Railways for the years 1930-31 and 1931-32—concl'd.

Railway.	Gauge.	Year.	AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON IN- CLUDING ALL FREIGHT BOTH RAIL AND SEA FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINE SHED FROM WHERE ISSUED TO LOCOMOTIVES (IN RUPEES).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.
			34	35	36	37	38	39	40	41
31	32	33								
CLASS III—concl'd.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Baraset-Basirhat Light	2' 6"	1930-31	..	4.50	..	..	..	10.5	..	..
		1931-32	..	4.00	..	..	..	10.0	..	..
Bengal Provincial	2' 6"	1930-31	..	2.63	..	..	..	6.50	..	..
		1931-32	..	2.38	..	..	..	6.25	..	..
Bukhtiarpur-Bihar Light	2' 6"	1930-31	..	3.00	..	..	..	8.25	..	..
		1931-32	..	2.75	..	..	..	7.98	..	..
Burdwan-Katwa	2' 6"	1930-31	..	4.75	..	..	..	8.20	..	..
		1931-32	..	4.75	..	..	..	8.65	..	..
Cutch State	2' 6"	1930-31	30.0	*	7.60	..	30.0	*	7.60	..
		1931-32	..	*	6.00	..	..	26.0	6.00	..
Dehri-Rohtas Light	2' 6"	1930-31	..	4.50	..	..	..	9.13	..	..
		1931-32	..	4.13	..	..	..	9.13	..	..
Dholpur-State	2' 6"	1930-31	..	5.75	9.00	..	..	16.0	11.3	..
		1931-32	..	5.25	8.75	..	..	14.7	9.40	..
Futwah-Islampur	2' 6"	1930-31	..	3.00	..	..	..	8.06	..	..
		1931-32	..	2.75	..	..	..	7.86	..	..
Gwalior-Light	2' 6"	1930-31	..	5.00	10.0	..	..	13.4	10.0	..
		1931-32	..	5.00	10.0	..	..	13.4	10.0	..
Howrah-Sheakhala Light	2' 0"	1930-31	..	4.50	..	..	..	9.48	..	..
		1931-32	..	4.00	..	..	..	8.86	..	..
Jagadhri Light	2' 0"	1930-31	..	5.75	**	..	..	15.3	**	..
		1931-32	..	5.75	15.0	..	..	14.5	15.0	..
Jessore-Jhenidah	2' 6"	1930-31	..	4.50	..	375.0	..	9.00	..	375.0
		1931-32	..	3.50	..	243.1	..	8.00	..	243.1
Jorhat (Provincial)	2' 0"	1930-31	..	13.0	..	..	..	15.7	..	..
		1931-32	..	13.0	..	..	..	15.7	..	..
Kalighat-Falta	2' 6"	1930-31	..	4.75	..	..	..	10.3	..	..
		1931-32	..	4.75	..	..	..	10.9	..	..
Kulasekarapatnm Light	2' 0"	1930-31	..	..	..	357.0	..	..	..	362.0
		1931-32	..	..	..	379.0	..	..	..	384.0
Matheran Steam Tramway	2' 0"	1930-31	..	6.00	..	..	..	18.0	..	..
		1931-32	..	4.00	..	..	..	15.0	..	..
Porbandar State	3' 3½"	1930-31	..	21.0	6.00	..	..	22.0	6.00	..
		1931-32	..	21.0	20.0	..	..	22.0	20.0	..
Tezapore-Balipara Light	2' 6"	1930-31	..	*	..	..	..	23.6	..	..
		1931-32	..	*	..	..	..	23.6	..	..
Trivellore Light	2' 0"	1930-31	..	3.38	20.0	..	..	18.5	21.0	..
		1931-32	..	3.38	20.0	..	..	18.5	21.0	..
Udaipur-Chittorgarh	3' 3½"	1930-31	..	5.63	*	..	..	17.0	*	..
		1931-32	..	4.50	*	..	..	17.0	*	..

* Information not available.

**As old sleepers were used no rate is available.

APPENDICES.

APPEN

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. H.

Note.—Columns headed A indicate Value of stores

" " B indicate Value of imported

" " C indicate Value of stores of

Stores purchased. 1	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.*		
	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
1. Bridge work . . .	..	5	..	..	..	..	..	1,79	48
2. Engineers' plant, excluding petty tools . . .	1	54	4	5	4	3	2,11	2,64	35
3. Workshop machinery and heavy tools . . .	29	17	..	27	8	1	..	1,16	1
4. Permanent-way :—									
(a) Rails . . .	..	..	1,25	..	..	2	..	3	10,59
(b) Steel sleepers . . .	..	..	..	..	..	..	..	..	15,25
(c) Cast iron sleepers . . .	..	..	..	..	..	..	..	..	22,92
(d) Wooden sleepers . . .	..	..	26	..	..	7,05	..	..	9,02
(e) Chairs and fastenings . . .	12	2	11	66	1	18	..	65	3,40
(f) Concrete sleepers . . .	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(a) Locomotives and spare parts . . .	2,23	16	10	12,22	31	2	12,10	60	1,03
(b) Rail motors and spare parts . . .	..	..	..	..	..	..	..	..	..
(c) Steam coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(d) Electric motor coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(e) Internal combustion coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(f) Coaching stock . . .	7	1	..	3,45	45	..	2,23	18	52
(g) Goods stock . . .	..	4,05	1,83	4	..	79	19	..	1,45
(h) Spare parts—coaching and goods stock . . .	2,46	20	16	1,37	37	4	3,28	1,98	1,16
(i) Motor cars . . .	..	..	..	..	..	..	..	3	..
6. Building and station materials and fencing . . .	..	35	23	22	64	17	..	1,81	1,27
7. Tools and Stores :—									
(a) Tools and cutlery . . .	2	23	2	9	22	10	3	1,36	9
(b) Steel (excluding permanent-way materials) . . .	14	40	16	34	85	10	9	1,62	1,08
(c) Iron (excluding permanent-way materials) . . .	1	12	8	20	43	..	5	54	21
(d) Other metals . . .	1	48	..	31	42	15	34	2,93	47
(e) Timber . . .	..	..	1,14	..	..	1,74	..	..	6,83
(f) Oils . . .	66	56	91	..	1,90	26	..	4,06	3,22
(g) Portland cement . . .	..	25	23	..	..	9	..	15	1,60
(h) All other stores . . .	20	1,18	76	39	1,22	2,85	54	5,97	6,50
8. Electrical plant and materials . . .	2,14	82	1	23	1,28	2	31	3,61	5
9. Other materials purchased in India :—									
(a) Coal and coke . . .	..	..	11,58	..	..	10,50	..	..	29,67
(b) Stone . . .	..	..	..	..	..	64	..	..	17
(c) Bricks . . .	..	..	..	..	..	..	..	..	40
(d) Indian lime . . .	..	..	..	..	..	..	..	..	4
(e) Ballast . . .	..	..	..	..	..	50	..	..	7,96
(f) Others . . .	..	..	..	..	..	2,35	..	..	66
Total . . .	8,36	9,59	18,87	20,34	8,20	27,61	21,27	30,51	1,26,40

* Includes figures of Vizagapatam Harbour construction.

DIX A.

the Nizam's State Railways) during the year 1931-32. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian. †			Stores purchased. 23
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	A 20	B 21	C 22	
..	13	3	20	..	..	..	..	54	..	65	1	1. Bridge work.
14	20	1	..	5	22	..	17	1	8	2,01	..	2. Engineers' plant ex- cluding petty tools.
1,16	66	1	6	90	..	..	2,96	..	1,98	2,72	2	3. Workshop machinery and heavy tools.
22	..	1,14	..	..	4,52	..	..	22,08	..	81	33,25	4. Permanent-way:—
..	..	..	..	..	..	..	..	..	..	..	..	(a) Rails.
..	..	..	..	..	..	..	..	9,01	..	..	..	(b) Steel sleepers.
..	..	20,85	..	..	11,49	..	..	21,73	..	..	10,93	(c) Cast iron sleepers.
1,34	25	1,14	..	59	51	..	54	67	..	30	2,46	(d) Wooden sleep- ers.
..	..	..	..	..	..	..	..	..	..	..	..	(e) Chairs and fasten- ings.
..	..	..	..	..	..	..	..	..	..	..	..	(f) Concrete sleepers.
11,49	1,62	8	8,40	31	5	49	1,69	17	15,51	7,28	5	5. Rolling-stock:—
..	..	..	..	..	..	..	..	..	..	20	..	(a) Locomotives and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(b) Rail motors and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(c) Steam coaches and spare parts.
..	2,40	..	..	..	..	..	..	..	..	..	..	(d) Electric motor coaches and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(e) Internal combus- tion coaches and spare parts.
..	..	..	..	..	..	..	87	70	..	..	..	(f) Coaching stock.
..	..	..	..	..	..	..	2,10	90	..	..	17,69	(g) Goods stock.
3,01	4,72	29	2,95	48	8	1,09	1,82	46	5,76	6,48	9,22	(h) Spare parts— coaching and goods stock.
..	1	..	..	..	..	..	..	..	..	13	..	(i) Motor cars.
1,68	95	48	28	47	68	..	54	51	..	2,34	1,52	6. Building and station materials and fencing.
29	89	15	22	61	9	..	1,22	20	3	1,64	8	7. Tools and Stores:—
3,48	72	11	2,00	68	..	..	85	39	4	2,61	4,19	(a) Tools and cut- lery.
10	27	1,57	16	51	2	..	1,24	58	..	20	1,49	(b) Steel (excluding permanent-way materials).
70	39	1	44	48	3	..	1,12	60	..	2,68	1,64	(c) Iron (excluding permanent-way materials).
..	..	2,18	..	2	2,57	..	..	3,27	..	57	9,85	(d) Other metals.
..	3,58	3,80	..	19	2,70	..	3,03	75	..	6,78	6,73	(e) Timber.
..	5	77	..	41	..	..	..	1,18	..	65	3,68	(f) Oils.
2,14	6,91	4,02	96	2,46	2,32	10	3,99	4,63	31	22,59	18,69	(g) Portland cement.
3,56	3,04	..	30	21,46	5,20	..	3,97	5	3	5,79	6	(h) All other stores.
..	1	26,42	..	..	28,41	..	..	15,91	..	..	20,78	8. Electrical plant and materials.
..	..	36	..	..	18	..	..	..	..	..	27	9. Other materials pur- chased in India:—
..	..	9	..	..	20	..	..	10	..	..	3,48	(a) Coal and coke.
..	..	21	..	..	2	..	..	6	..	..	53	(b) Stone.
..	..	4,86	..	..	4,76	..	..	80	..	..	4,07	(c) Bricks.
..	..	2,44	..	..	1,28	..	..	6	..	..	69	(d) Indian lime.
29,31	26,80	71,02	15,97	29,62	65,03	1,68	26,16	85,36	23,74	66,43	1,51,38	(e) Ballast.
												(f) Others.
												Total.

† Includes figures for Central Indian Coalfields Railway.

APPEN

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. H. the

NOTE.—Columns headed *A* indicate Value of stores

„ „ *B* indicate Value of imported

„ „ *C* indicate Value of stores of

Stores purchased. 24	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
	A 25	B 26	C 27	A 28	B 29	C 30	A 31	B 32	C 33
1. Bridge work . . .	..	..	..	..	1,04	3	..	3,96	6,15
2. Engineers' plant, exclud- ing petty tools . . .	..	77	2	22	35	..	5	1,41	50
3. Workshop machinery and heavy tools . . .	..	3,00	6	39	7,30	..	19	2,24	2
4. Permanent-way :—									
(a) Rails . . .	..	..	1,95	..	..	8,72	..	7,91	2,13
(b) Steelsleepers . . .	..	76	5	..	..	..	..	..	..
(c) Cast iron sleepers . . .	..	4,46	..	..	..	..	..	67	10,34
(d) Wooden sleepers . . .	..	..	4,28	..	..	9,29	..	..	52,39
(e) Chairs and fasten- ings . . .	1	2,36	13,91	1,84	..	33	..	1,87	1,64
(f) Concrete sleepers . . .	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(a) Locomotives and spare parts . . .	8,14	2,26	33	16,34	73	13	45,57	19,23	21
(b) Rail motors and spare parts . . .	..	..	..	..	..	..	..	2	..
(c) Steam coaches and spare parts . . .	..	..	..	..	..	..	..	2	..
(d) Electric motor coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(e) Internal combustion coaches & spare parts . . .	..	..	..	..	..	..	..	..	..
(f) Coaching stock . . .	25	..	..	..	..	..	..	3,19	..
(g) Goods stock . . .	..	..	..	..	..	19,50	..	3,81	..
(h) Spare parts— coaching and goods stock . . .	2,16	6,40	3	6,99	1,22	10	2,67	5,83	18
(i) Motor cars . . .	..	..	..	..	5	..	52	20	..
6. Building and station materials and fencing . . .	..	1,66	2,06	18	1,11	53	..	2,94	38
7. Tools and stores :—									
(a) Tools and outlery . . .	..	95	27	96	30	7	..	2,25	47
(b) Steel (excluding permanent-way materials) . . .	..	2,43	14	2,61	90	26	..	2,85	3,00
(c) Iron (excluding permanent-way materials) . . .	..	23	56	21	8	38	..	17	91
(d) Other metals . . .	..	66	2,32	1,22	92	2	..	2,44	56
(e) Timber . . .	..	..	9,03	..	..	1,13	..	..	..
(f) Oils . . .	..	7,33	1,59	7	5,64	78	94	7,46	12,48
(g) Portland cement . . .	..	..	92	..	5	69	..	5	2,54
(h) All other stores . . .	42	8,04	7,80	3,31	2,73	3,43	31	11,14	15,72
8. Electrical plant and materials . . .	3	9,42	5	76	4,78	7	58	11,37	13
9. Other materials pur- chased in India :—									
(a) Coal and coke . . .	..	..	36,09	..	3	33,23	..	3	44,03
(b) Stone . . .	..	..	15	..	..	..	..	..	10
(c) Bricks . . .	..	..	14	2	..	33	..	..	1,02
(d) Indian lime . . .	..	..	13	..	..	4	..	..	9
(e) Ballast . . .	..	..	5,61	..	..	2,91	..	..	2,53
(f) Others . . .	..	5,48	52	..	..	6	..	22,01	50
Total . . .	11,01	56,28	87,92	35,02	27,23	82,08	50,83	1,13,07	1,58,02

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which each colliery commenced to work	Year.	Capital outlay.	Out		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons.
Bokharo Ramgarh.	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	August 1915.	1929-30	32,80,768	830,251	..	139,733
				1930-31	33,79,206	746,954	..	105,519
				1931-32	(a) 33,74,643	531,605	..	109,519
Swang . . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	27th July 1924.	1929-30	10,89,228	81,367	5,303	10,106
				1930-31	13,75,376	77,734	8,395	15,342
				1931-32	14,70,413	59,012	4,265	6,944
Kurharbaree and Serampore.	East Indian Railway.	Bihar and Orissa.	1st January 1871.	1929-30	61,05,602	403,061	119,824	122,685
				1930-31	62,25,946	401,673	99,060	144,465
				1931-32	(a) 62,15,526	464,977	40,215	142,031
Bhurkunda . .	State . . .	Bihar and Orissa.	1st June 1927.	1929-30	50,55,371 (d)	101,377	32	5,579
				1930-31	52,09,795	(d) 111,208	..	(d) 8,174
				1931-32	53,69,741	151,724	..	2,072
Kargali . . .	State . . .	Bihar and Orissa.	18th June 1917.	1929-30	46,58,394 (c)	831,707	44,880	37,472
				1930-31	45,48,611	739,804	38,839	38,939
				1931-32	(b) 44,86,245	583,626	31,771	20,990
Argada . . .	B. N. Railway.	Bihar and Orissa.	1st April 1926.	1929-30	30,77,544 (e)	306,603	..	33,793
				1930-31	30,45,207	265,407	..	29,898
				1931-32	30,08,243	214,315	..	19,701
Talcher†	B. N. Railway.	Bihar and Orissa.	..	1929-30	10,90,990	..	..	..
				1930-31	12,51,601	..	..	..
				1931-32	14,55,494	..	..	..
	M. & S. M. Railway.	Bihar and Orissa.	..	1929-30	26,05,031 (d)	..	..	..
				1930-31	32,09,301	..	..	..
				1931-32	36,08,602	..	..	..
Jarangdih . .	B. B. & C. I. and M. & S. M. Railways.	Bihar and Orissa.	1st April 1927.	1929-30	63,77,488	115,680	..	1,230
				1930-31	64,34,036	94,324	..	1,077
				1931-32	66,37,833	108,310	106	2,708
Raigarh† . .	B. B. & C. I. and M. & S. M. Railways.	Bihar and Orissa.	..	1929-30	19,46,475	..	..	..
				1930-31	19,87,155	..	..	..
				1931-32	20,27,879	..	..	..
Kurasia† . .	B. B. & C. I. Railway.	Central Provinces.	..	1929-30	..	..	..	..
				1930-31	..	..	..	..
				1931-32	3,41,617	..	..	..
Kedla Joint† .	E. I. and B. N. Railways.	Bihar and Orissa.	..	1929-30	5,26,700	..	..	..
				1930-31	7,85,854	..	..	..
				1931-32	(f) 7,11,907	..	..	..

(a) The decrease is due to the contribution to Sinking Fund during this year being more than the debits to Block account.

(b) The decrease is due to adjustment of Sinking Fund.

(c) Decrease of Rs. 1,09,783 as compared with 1929-30, is due to adjustment of Sinking Fund Account.

(d) Revised figures.

(e) Decrease is due to Rs. 54,778 credited to Sinking Fund and increase of Rs. 22,441 in Capital Outlay.

(f) The decrease is due to certain adjustments having been effected during the year.

DIX B.

for the years 1929-30 to 1931-32.

TUT.	Quantity	Working	Average	Average	Number	Number	Number	Colliery.
	issued.	expenses.	cost	number	of tons	of persons	of persons	
	Total.		of a	of persons	raised	killed.	injured.	
10	11	12	13	14	15	16	17	18
Tons.	Tons.	Rs.	Rs.		Tons.			
969,984	969,984	23,37,804	2.41	5,997	162	3	12	Bokharo Ramgarh.
852,473	852,473	23,53,630	2.76	5,184	164	1	11	
641,124	641,124	15,68,098	2.44	5,594	115	..	5	
96,776	81,397	†	†	1,113	87	6	4	Swang.
101,471	101,361	†	†	691	147	1	2	
61,221	60,721	†	†	684	90	1	..	
645,510	657,171	27,63,193	4.28	6,734	96	9	27	Kurharbaroo and Seram pore.
645,198	637,139	27,09,154	4.20	5,563	116	6	25	
647,223	615,189	25,35,156	3.92	4,929	131	5	37	
106,988	106,988	†	†	774	138	..	..	Bhurkunda.
(d) 119,382	(d) 119,382	†	†	650	184	..	..	
153,796	153,796	†	†	723	222	..	..	
914,059	914,059	30,50,804	3.34	6,163	148	1	17	Kargali.
817,582	817,582	26,92,102	(d) 3.29	7,122	115	1	10	
636,387	636,387	23,99,253	3.77	5,587	114	..	15	
340,396	339,545	9,00,504	2.63	1,290	264	2	3	Argada.
295,305	296,568	8,80,395	2.98	1,121	263	..	3	
234,016	233,342	6,62,450	2.83	887	264	1	2	
..	..	..	..	..	..	..	..	Takerh.
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
..	..	..	..	404	..	2	..	Jarangdih.
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
116,910	116,910	5,83,022	4.94	1,132	103	..	7	Ralgara.†
95,401	94,973	5,36,331	(d) 5.62	1,070	89	5	9	
111,124	108,615	6,72,190	6.05	1,242	90	2	13	
..	..	..	..	..	..	..	..	Kurasia.†
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	Kedla Joint.†
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	

†Development still in progress. No working account yet opened.

(d) Revised figures.

APPENDIX C.

Statement of the Number of Servants of all races employed on each Railway system (open lines only) and in the Railway Board and other Railway Offices at the close of the years 1930-31 and 1931-32.

Railway.	Number of servants employed.													
	Europeans.		Indians.										Grand total.	
			Hindus.		Muslims.		Anglo-Indians.		Other classes.‡		Total.			
	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CLASS I.														
Assam-Bengal	60	57	10,034	10,453	5,778	5,111	274	248	258	289	16,344	16,101	16,404	16,158
Bengal and North Western.	*79	75	*24,087	22,907	*3,283	3,321	*151	150	*225	219	*27,746	26,597	*27,825	26,872
Bengal-Nagpur	*540	527	*61,020	58,900	*6,769	6,459	*1,496	1,460	*1,461	1,791	*70,746	68,610	*71,286	69,137
Bombay, Baroda and Central India.	320	317	54,773	51,209	12,603	11,825	1,176	1,056	2,995	2,857	71,547	66,747	71,867	67,064
Burma	126	124	16,554	15,527	3,040	2,991	*700	677	*6,689	5,993	*26,983	25,188	*27,309	25,312
Eastern Bengal	292	243	*37,316	35,131	14,929	12,583	625	594	*603	401	*53,464	48,709	*53,756	48,952
East Indian	1,143	1,064	106,914	96,823	30,255	27,065	2,495	2,384	1,135	1,054	140,799	127,316	141,942	128,380
Great Indian Peninsula	636	655	*76,909	71,839	*12,055	10,745	1,949	1,725	*4,744	4,466	96,657	88,775	96,343	89,430
Jodhpur	28	25	5,596	4,907	1,339	1,583	23	21	74	76	7,532	6,587	7,660	6,612
Madras and Southern Mahratta.	236	219	*41,693	40,024	*5,965	5,876	*2,113	2,045	*2,043	2,933	*52,719	50,878	*52,955	51,097
Nizam's State	94	79	13,850	12,544	2,615	2,385	370	416	896	707	17,731	16,052	17,825	16,131
North Western	864	841	*40,336	37,749	*64,935	59,450	1,080	1,068	*9,258	9,327	*115,609	107,594	*116,473	108,435
Rohilkund and Kumaon.	19	23	4,033	3,700	2,053	2,006	31	25	10	15	6,127	5,746	6,146	5,769
South Indian	*148	140	*31,505	30,122	2,175	2,194	1,575	1,490	*3,885	3,797	39,140	37,609	*39,288	37,749
Total	*4,635	4,339	*524,620	491,835	*168,235	153,384	*14,058	13,365	*35,181	33,925	*742,144	692,509	*746,779	696,898
CLASS II.														
Barsi Light	11	10	1,287	1,272	237	207	17	14	66	63	1,607	1,556	1,618	1,566
Bengal-Dooars	5	5	1,299	1,111	273	160	7	6	67	147	1,546	1,424	1,551	1,429
Bhavnagar State	3	3	2,842	2,868	258	261	Nil	Nil	70	75	3,170	3,204	3,173	3,207
Bikaner State.	6	6	3,434	3,349	958	848	3	4	9	13	4,404	4,209	4,410	4,215
Darjeeling-Himalayan	12	11	1,703	1,601	73	62	22	21	25	23	1,823	1,707	1,835	1,718
Dibru-Sadiya	12	11	2,269	1,783	286	263	1	1	16	15	2,572	2,062	2,584	2,073
Gaekwar's Baroda State.	Nil	Nil	2,164	2,059	105	154	4	4	49	49	2,322	2,266	2,322	2,266
Gondal	Nil	Nil	1,332	1,379	75	77	Nil	Nil	20	18	1,427	1,474	1,427	1,474
Howrah-Amra Light	2	2	928	907	179	152	13	9	Nil	Nil	1,120	1,068	1,122	1,070
Jamnagar and Dwarka.	1	1	1,117	1,159	230	230	1	1	14	14	1,362	1,404	1,363	1,405
Junagad State	1	2	958	914	217	198	5	5	8	8	1,188	1,125	1,189	1,127
Morvi	Nil	Nil	680	670	72	69	1	Nil	1	1	754	740	754	740
Mysore	3	3	1,037	1,015	150	141	35	31	93	88	1,316	1,275	1,318	1,278
Shahdara (Delhi) Saharanpur	4	5	385	373	216	191	Nil	1	5	4	606	569	610	574
Total	60	59	21,435	20,460	3,229	3,008	109	97	443	518	25,216	24,083	25,276	24,142
Class III, Total	21	20	*5,531	5,185	927	853	*13	13	*71	62	*6,542	6,113	*6,563	6,133
Railway Board and other Railway Offices.	57	48	*2,415	2,339	*534	469	87	69	*148	121	*3,184	2,998	*3,241	3,046
Grand Total	*4,773	4,516	*554,001	519,819	*172,975	157,714	*14,267	13,544	*35,843	34,626	*777,086	726,703	*781,859	730,219

Revised figures.

‡ Includes Sikhs and Indian Christians.

APPENDIX D (i).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1931-32 and the preceding four years.

[Summary of Appendices D (ii) to D(iv)]

Class of accidents. 1	1927-28. 2	1928-29. 3	1929-30. 4	1930-31. 5	1931-32. 6-A.	References. 6-B.
I.—Accidents to trains—						Appendix D (iii) Col. 311.
Collisions—						
Passenger trains	67	63	88	80	65	Items 1 to 3
Other trains and light engines	343	329	371	275	200	“ 4 to 6
Derailments—						
Passenger trains	383	412	511	369	294	“ 7(a) & 7 (b)
Other trains	4,343	4,637	4,095	4,176	3,291	“ 8(a) & 8 (b)
II.—Failure of engines and rolling stock—						
Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						
(1) boilers and tubes	169	168	146	147	83	Item 9(a) (1)
(2) machinery, springs, etc.	544	641	637	565	494	“ 9(a) (2)
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—						
(1) boilers and tubes	399	377	570	270	287	“ 9 (b) (1)
(2) other causes	1,668	2,228	2,535	2,213	1,538	“ 9 (b) (2)
Failure of tyres and wheels	30	33	14	27	17	“ 9 (c) & 9 (d)
ditto axles	60	89	94	90	86	“ 9 (e)
ditto brake apparatus	20	26	19	23	14	“ 9 (f)
ditto couplings and draft gear	3,368	3,150	3,091	3,160	3,575	“ 9 (g)
III.—Failure of permanent-way—						
Broken rails	353	308	336	415	306	“ 10 (a)
Failure of tunnels bridges, viaducts, culverts, etc.	15	9	4	9	7	“ 10 (b)
Flooding of portions of permanent-way.	164	126	171	238	136	“ 10 (c)
Slips in cuttings or embankments	38	52	108	87	69	“ 10 (d)
IV.—Fires—						
Fire in trains	177	158	167	125	107	“ 11 (a)
Fire at stations or involving injury to bridges or viaducts.	68	79	99	48	59	“ 11 (b)
V.—Other accidents—						
Trains running over cattle on the line	9,684	9,707	9,295	8,861	8,790	“ 12 (b)
Trains running over obstructions on the line (other than those at level crossings).	258	219	217	222	163	“ 12 (c)
Trains running over obstructions or vehicles at level crossings.	136	120	58	145	32	“ 12 (d)
Train-wrecking.					122	“ 12 (e)
Attempted train-wrecking						“ 12 (f)
Miscellaneous	569	542	785	712	472	“ 12 (g) + 12 (a).
TOTAL	22,847	23,468	23,526	22,301	20,319	Total
*NUMBER OF PERSONS KILLED OR INJURED.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
A.—In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.—						
Passengers	339	1,046	390	1,131	349	1,040
Railway servants	323	1,323	341	1,492	343	1,708
Other persons	2,203	732	448	775	2,481	774
TOTAL	2,865	3,101	3,179	3,398	3,173	3,522
B.—In accidents to trains, rolling-stock and permanent-way—						
Passengers	45	104	24	207	6	69
Railway servants	23	166	21	192	33	174
Other persons	39	84	55	94	67	171
TOTAL	107	354	100	493	106	414
C.—In accidents on railway premises not connected with the movement of railway vehicles—						
Passengers	3	29	4	30	3	17
Railway servants	54	2,713	49	3,180	62	4,014
Other persons	41	68	26	86	21	87
TOTAL	98	2,810	79	3,296	86	4,118
TOTAL PASSENGERS	387	1,179	418	1,368	358	1,126
TOTAL RAILWAY SERVANTS	400	4,202	411	4,864	433	5,896
TOTAL OTHER PERSONS	2,283	884	2,529	955	2,569	1,032
GRAND TOTAL	3,071	6,265	3,358	7,187	3,365	8,054

Railway Servants. Other Persons. Total.

Appendix D(vi)

*Number of persons killed or injured in Railway Workshops, etc., in 1931-32 not included in the above summary.

Killed .. 14 21 35
Injured .. 8,831 39 8,870

Totals (b), (c) & (d) (Col. 401)

Number of persons killed or injured during the year 1931-32 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	C L A S S I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
7	8	9	10	11	12	13	14	15	16
(a) PASSENGERS.									
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.									
1. Falling between trains and platforms	Killed	..	..	..	3	..	..	6	4
	Injured	..	..	..	2	5	4	13	5
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed	..	6	2	3	1	5	4	8
	Injured	1	1	18	14	7	9	17	48
3. Crossing the line at stations	Killed	..	..	..	..	..	2	4	4
	Injured	..	1	2	1	1	..	..	4
4. Closing of carriage doors	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	1	..	..	3
5. Falling or jumping out of carriages during the running of trains.	Killed	..	2	..	18	1	12	17	18
	Injured	14	92	26	38	10	30	38	73
6. Other accidents	Killed	..	..	..	..	..	1	2	..
	Injured	1	3	..	4	2	1	8	24
TOTAL (a)	Killed	..	8	2	24	2	20	33	34
	Injured	16	97	46	59	26	44	76	157
(b) RAILWAY SERVANTS.									
(i) ACCIDENTS IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles	Killed	..	..	..	..	..	1	..	1
	Injured	3	..	2	50	21	7	126	149
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	1	..	..	1	..	..	..	..
	Injured	..	1	..	..	..	2	..	5
3. Passing over or standing upon buffers during shunting.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	3	..	1	1	..
4. Getting on or off or falling off, engines, wagons, etc., during shunting.	Killed	..	2	..	..	..	4	..	..
	Injured	..	1	2	11	6	2	14	22
5. Braking, spragging or choking wheels	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	9	..	1	11	54
6. Attending to ground points, marshalling trains, etc.	Killed	..	..	..	..	..	..	..	..
	Injured	..	2	..	1	..	..	4	1
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	1	..	..	..	..	..	..	..
	Injured	..	1	..	..	..	..	1	..
8. Other accidents during shunting operations not included in the preceding.	Killed	..	1	..	1	1	2	3	4
	Injured	..	1	2	16	6	3	28	40
TOTAL (i)	Killed	2	3	..	2	1	7	3	5
	Injured	3	6	6	90	33	16	185	271

DIX D (ii).

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of Acci- dents (see Col. 7).
Jodhpur 17	Madras and Southern Mah. rastra. 18	Nizam's State. 19	North Western. 20	Rohil- kund and Kumaon. 21	South Indian. 22	1931-32. 23	1930-31. 24	1931-32. 25	1930-31. 26	1931-32. 27	1930-31. 28	1931-32. (Cols. 23, 25 and 27.) 29	1930-31. (Cols. 24, 26 and 28.) 30	
..	..	..	8	..	..	21	31	..	..	..	..	21	31	1
..	..	1	19	..	1	50	35	..	..	..	..	50	35	
..	..	..	6	..	3	38	51	..	..	..	..	38	51	2
..	..	..	14	..	1	130	159	5	2	1	..	136	161	
..	..	..	2	..	..	12	16	..	2	..	..	12	18	3
..	..	..	2	..	..	11	7	1	2	..	1	12	10	
..	..	..	..	..	..	..	..	1	..	..	..	1	..	4
..	..	..	..	..	..	4	9	10	1	..	..	14	10	
1	10	2	63	..	18	162	206	..	2	1	1	163	209	5
..	41	6	95	14	27	504	557	18	34	13	13	535	604	
..	..	1	4	2	..	10	16	..	..	..	..	10	16	6
1	5	1	8	..	..	58	56	..	4	3	1	61	61	
1	10	3	83	2	21	243	320	1	4	1	1	245	325	Total (a)
1	46	8	138	14	29	757	823	34	43	17	15	808	881	
..	..	..	1	..	..	3	12	..	..	..	..	3	12	1
1	23	..	61	2	22	467	377	7	10	10	7	484	394	
..	..	..	..	..	..	2	3	1	..	..	..	3	3	2
..	..	..	..	..	..	8	9	..	1	1	1	9	11	
..	..	..	..	..	..	..	6	..	1	..	..	..	7	3
..	..	1	2	..	..	6	9	..	..	..	..	8	9	
..	..	..	..	..	..	6	3	1	1	..	..	7	4	4
..	3	..	7	..	..	68	68	1	1	..	..	69	69	
..	..	..	..	..	..	..	2	..	..	..	..	..	2	5
..	3	2	1	..	..	81	53	2	..	1	1	84	54	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	6	8	..	..	..	..	8	8	
..	..	..	..	..	..	1	..	..	..	..	..	1	..	7
..	..	..	1	..	..	3	7	..	1	..	..	3	8	
1	1	..	1	..	..	15	11	..	..	..	..	15	11	8
..	9	2	38	..	11	151	134	1	7	1	..	153	141	
1	1	..	2	..	..	27	37	2	2	..	..	29	39	Total (b)
1	38	5	105	2	33	794	665	11	20	13	9	818	694	

Number of persons killed or injured during the year 1931-32 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

CLASS I									
Class of accident.	Nature of Injury.	Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
32	33	34	35	36	37	38	39	40	41
(b) RAILWAY SERVANTS—concd.									
(ii) OTHER ACCIDENTS.									
9. Falling off engines, etc., during the running of trains.	Killed	1	1	..	..	..	..	1	..
	Injured	3	3	..	5	1	7	10	15
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	..	1	1
	Injured	..	..	..	8	1	..	1	4
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	1	..	..	..	..	1	5	2
	Injured	..	..	1	12	2	1	19	29
12. Attending to, or failure of, machinery, etc. of engines in steam.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	26	4	17	19	179
13. Working on the permanent-way, sidings, etc.	Killed	..	..	..	..	1	..	8	12
	Injured	1	1	..	9	..	1	1	4
14. Attending to gates at level-crossings	Killed	..	..	..	..	3	..	1	..
	Injured	..	..	..	..	..	..	3	..
15. Walking, crossing, or standing on the line on duty.	Killed	1	..	3	3	5	9	13	9
	Injured	..	2	7	5	2	..	21	7
16. Being caught between vehicles	Killed	1	..	..	1	..	..	..	..
	Injured	..	..	1	..	1	1	1	2
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	1	..	1	2	1
	Injured	..	..	..	3	1	1	1	..
18. Walking, etc., on the line on the way home or to work.	Killed	..	2	5	1	3	7	4	5
	Injured	..	1	2	2	..	..	3	..
19. Miscellaneous	Killed	..	1	1	..	3	2	3	2
	Injured	..	5	2	43	10	12	48	76
TOTAL (ii).	Killed	4	4	9	6	15	20	38	32
	Injured	4	12	13	113	22	40	127	316
TOTAL RAILWAY SERVANTS (b)=[(i) + (ii)]	Killed	6	7	9	8	16	27	41	37
	Injured	7	18	19	203	55	56	312	587
(c) OTHER PERSONS.									
1. Passing over the railway at level crossings	Killed	..	..	..	2	2	2	2	4
	Injured	..	..	..	1	..	..	2	1
2. Trespassing on the line	Killed	46	210	137	144	55	155	443	154
	Injured	32	89	80	53	29	50	140	42
3. Suicides	Killed	3	2	22	13	4	16	147	47
	Injured	..	..	4	..	1	..	4	..
4. Miscellaneous	Killed	..	1	2	..	..	1	8	3
	Injured	..	5	9	4	1	3	4	6
TOTAL OTHER PERSONS (c)	Killed	49	213	161	159	61	174	600	208
	Injured	32	94	93	58	31	53	150	49
(d) GRAND TOTAL = (a) + (b) + (c)	Killed	55	228	172	191	79	221	674	279
	Injured	55	209	158	320	112	153	538	793

DIX D(ii)-concl.

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing far as practicable, the nature and causes of the accidents occasioning death or injury.

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of accidents (see Col. 56).
Jodhpur. 42	Madras and Southern Mahratta. 43	Nizam's State. 44	North Western. 45	Rohilkund and Kumaon. 46	South Indian. 47	1931-32. 48	1930-31. 49	1931-32. 50	1930-31. 51	1931-32. 52	1930-31. 53	1931-32. (Cols. 48, 50 & 52.) 54	1930-31. (Cols. 49, 51 & 53.) 55	
..	..	..	1	..	..	4	4	..	2	1	..	5	6	9
..	1	1	18	..	3	67	91	5	3	..	1	72	95	
..	1	..	..	..	..	3	3	..	..	..	..	3	3	10
..	..	2	6	..	..	22	36	..	1	..	..	22	37	
..	..	..	1	..	1	11	12	..	1	1	..	12	13	11
..	4	5	29	..	3	105	128	5	5	..	..	110	133	
..	..	..	..	..	..	..	2	..	..	..	..	..	2	12
..	..	..	67	..	3	315	366	2	..	..	5	317	371	
..	..	..	4	..	..	25	47	..	..	..	..	25	47	13
..	..	3	5	1	2	28	28	..	2	1	..	29	30	
..	..	..	2	..	..	6	9	..	..	..	..	6	9	14
..	1	..	..	..	..	4	6	1	..	1	..	6	6	
..	4	1	4	2	2	56	88	..	..	..	..	56	88	15
..	4	2	7	..	2	59	96	..	1	..	..	59	97	
..	..	..	3	1	..	6	4	..	2	..	..	6	6	16
..	5	..	6	..	..	17	19	..	1	..	..	17	20	
..	..	..	..	..	..	5	1	..	..	..	..	5	1	17
..	..	..	..	..	..	6	13	..	..	1	..	7	13	
..	..	1	7	..	..	35	24	..	1	..	..	35	25	18
..	1	2	5	..	..	16	18	1	3	..	..	17	21	
..	1	..	1	1	1	16	43	2	..	1	..	19	43	19
..	50	7	64	2	13	332	302	9	2	4	6	345	310	
..	6	2	23	4	4	167	237	2	6	3	..	172	243	Total (a).
..	66	22	207	3	26	971	1,103	23	18	7	12	1,001	1,133	
1	7	2	25	4	4	194	274	4	8	3	..	201	282	Total (b).
1	104	27	312	5	59	1,765	1,768	34	38	20	21	1,819	1,827	
..	..	..	7	..	..	19	28	2	..	..	..	21	28	1
..	..	..	4	..	..	8	16	3	3	..	..	11	19	
9	110	16	174	26	145	1,824	1,878	27	28	12	15	1,863	1,921	2
1	24	4	37	6	25	612	576	18	28	13	14	643	618	
3	40	12	40	3	34	388	362	4	1	4	2	394	365	3
..	4	..	3	..	..	16	35	..	..	1	..	17	35	
1	3	..	16	1	4	40	75	3	7	1	1	44	83	4
..	7	..	16	..	2	57	53	3	8	5	2	65	63	
13	153	28	237	30	183	2,269	2,343	36	36	17	18	2,322	2,397	Total (c).
1	35	4	60	6	27	693	680	24	39	19	16	736	735	
15	170	33	345	36	208	2,706	2,937	41	48	21	19	2,768	3,004	Grand Total (d).
3	185	39	510	25	115	3,215	3,271	92	120	56	52	3,363	3,443	

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I										
	ASSAM-BENGAL.										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 58 and 59).	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 61, 63 and 65.)	In- jured. (Cols. 62, 64 and 66.)
57	58	59	60	61	62	63	64	65	66	67	68
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	3	4	..	2	..	2	..	..	..	4
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(b) other causes	2	13	15	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) other causes	..	20	20	..	..	..	3	..	..	..	3
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	2	2	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	54	54	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	18	18	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent way	..	19	19	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	21	21	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	9	9	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	109	109	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	1	3	4	..	..	1	..	..	..	1	..
(d) Trains running over obstructions or vehicles at level crossings.	..	4	4	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking	9	6	15	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	1	1	..	..	..	1	..	..	..	1
Total	13	288	301	..	2	1	6	..	..	1	8

DIX D (iii).

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS.											
BENGAL AND NORTH-WESTERN.											
Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 69 and 70).	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents (see column- No. 57).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76).	Injured. (Cols. 73, 75 and 77).	
69	70	71	72	73	74	75	76	77	78	79	80
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	1	1	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	2	2	..	..	..	..	..	..	..	..	7 (a)
..	3	3	..	..	..	..	..	..	..	..	7 (b)
..	4	4	..	..	..	..	..	..	..	..	8 (a)
..	16	16	..	..	..	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a) 1
..	13	13	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b) 1
..	97	97	..	..	..	..	..	..	..	..	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	58	58	..	1	..	..	..	..	..	1	9 (f)
..	..	..	..	..	..	..	..	..	..	..	9 (g)
..	2	2	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	11	11	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	1	1	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	9	9	..	..	..	..	..	..	..	..	12 (a)
..	98	98	..	..	..	..	..	..	..	..	12 (b)
..	7	7	..	..	..	..	..	1	..	1	12 (c)
..	9	9	..	..	..	..	1	1	1	1	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	..	12 (f)
..	5	5	..	..	..	..	..	..	..	..	12 (g)
..	339	339	..	1	..	..	1	2	1	3	Total.

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling-stock different classes of accidents and the number of passengers

Class of accident.	CLASS I										
	BENGAL-NAGPUR.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890.	Other accidents.	Total (Cols. 82 and 83.)	Passengers.		Railway servants.		Other persons.		Total	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 85, 87 and 89.)	Injured. (Cols. 86, 88 and 90.)
81	82	83	84	85	86	87	88	89	90	91	92
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	26	26	..	..	..	..	..	1	..	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	5	5	..	1	..	..	..	..	..	1
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	79	79	..	..	..	2	..	..	..	2
9. Failure of engines and rolling stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	11	11	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	1	1	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	39	39	..	..	..	..	..	..	..	..
(2) other causes	..	101	101	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	2	2	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	103	103	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	28	28	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	3	3	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	1	1	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	8	8	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	2	2	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	..	..	1	..	1
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	222	222	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	5	5	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	9	9	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	37	37	..	4	..	7	4	6	4	17
Total	..	684	684	..	5	..	9	4	8	4	22

DIX D (iii)—contd.

permanent-way, etc., during the year 1931-32 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

BOMBAY, BARODA AND CENTRAL INDIA.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 93 and 94.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 81.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 96, 98 and 100.)	Injured. (Cols. 97, 99 and 101.)	
93	94	95	96	97	98	99	100	101	102	103	104
..	..	..	..	..	..	..	..	..	..	..	1
..	1	1	..	..	..	..	..	..	..	..	2
1	..	1	..	..	..	..	..	..	..	..	3
..	6	6	..	..	..	1	..	..	..	1	4
..	..	..	..	..	..	..	..	..	..	..	5
..	3	3	..	..	..	1	..	..	..	1	6
..	3	3	..	..	..	..	..	..	..	..	7 (a)
2	10	12	..	..	..	..	..	..	..	..	7 (b)
..	..	..	..	..	..	..	..	..	..	..	8 (a)
2	682	684	..	..	..	2	1	..	1	2	8 (b)
..	1	1	..	..	..	..	..	..	..	..	9 (a) 1
..	7	7	..	..	..	..	..	..	..	..	9 (a) 2
..	47	47	..	..	..	..	..	..	..	..	9 (b) 1
..	121	121	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	3	3	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	150	150	..	..	..	..	..	..	..	..	9 (f)
..	..	..	..	..	..	..	..	..	..	..	9 (g)
..	58	58	..	..	..	..	..	..	..	..	10 (a)
1	1	2	..	..	6	1	..	..	6	1	10 (b)
5	11	16	..	..	..	..	..	..	..	..	10 (c)
..	1	1	..	..	..	..	..	..	..	..	10 (d)
1	9	10	..	..	..	..	..	..	..	..	11 (a)
1	2	3	..	..	..	..	..	..	..	..	11 (b)
..	8	8	..	..	..	..	..	..	..	..	12 (a)
..	599	599	..	..	..	..	..	..	..	..	12 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (c)
..	6	6	..	..	..	3	..	..	..	3	12 (d)
18	..	18	..	..	..	..	..	..	..	..	12 (e)
2	..	2	..	..	..	..	..	..	..	..	12 (f)
..	14	14	..	..	..	1	..	..	..	1	12 (g)
33	1,743	1,776	..	..	6	9	1	..	7	9	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers, railway

Class of accident.	C L A S S I										
	BURMA.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 106	Other acci- dents. 107	Total. (Cols. 106 and 107.) 108	Passengers.		Railway servants.		Other persons.		Total.	
				Killed. 109	In- jured. 110	Killed. 111	In- jured. 112	Killed. 113	In- jured. 114	Killed. (Cols. 109, 111 and 113.) 115	In- jured. (Cols. 110, 112 and 114.) 116
105	106	107	108	109	110	111	112	113	114	115	116
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	5	5	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	1	..	1	..	..	..	3	..	..	..	3
(b) other causes	9	..	9	..	3	..	..	..	..	..	3
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) other causes	1	17	18	..	..	..	3	..	..	..	3
9. Failure of engines and rolling stock—											
(a) failure of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	13	13	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	11	11	..	..	..	..	..	..	..	..
(2) other causes	..	75	75	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	5	5	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	8	8	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	*95	*95	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	7	7	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	1	7	8	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	2	2	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	3	3	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	1	6	7	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	10	363	373	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	10	10	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	2	6	8	..	..	..	..	..	1	..	1
(e) Train-wrecking	1	..	1	..	6	..	4	..	..	..	10
(f) Attempted train-wrecking	..	12	12	..	..	..	..	..	..	..	..
(g) Miscellaneous	1	14	15	..	..	1	..	..	..	1	..
Total	27	661	688	..	9	1	10	..	4	1	20

* Includes one failure of 1930-31 not included by the railway last year as it was reported too late.

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

EASTERN BENGAL.

Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1900. 117	Other accidents. 118	Total. (Cols. 117 and 118.) 119	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 106.) 128
			Killed. 120	Injured. 121	Killed. 122	Injured. 123	Killed. 124	Injured. 125	Killed. (Cols. 120, 122 and 124.) 126	Injured. (Cols. 121, 123 and 125.) 127	
1	..	1	..	..	..	..	..	..	..	..	1
2	..	2	..	..	..	2	..	..	..	2	2
1	..	1	..	..	..	..	..	..	..	..	3
1	5	6	..	..	1	2	..	..	1	2	4
..	2	2	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
5	..	5	..	..	..	..	..	..	..	..	7 (a)
4	..	4	..	..	..	..	..	..	..	..	7 (b)
..	7	7	..	..	..	..	..	..	..	..	8 (a)
..	10	10	..	..	..	..	..	..	..	..	8 (b)
..	2	2	..	..	..	..	..	..	..	..	9 (a) 1
..	10	10	..	..	..	..	..	..	..	..	9 (a) 2
..	2	2	..	..	..	..	..	..	..	..	9 (b) 1
..	47	47	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	6	6	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	103	103	..	..	..	..	..	..	..	..	9 (g)
..	8	8	..	..	..	2	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
8	2	10	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
1	..	1	..	..	..	..	..	..	..	..	11 (a)
2	12	14	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	174	174	..	..	..	..	..	..	..	..	12 (b)
6	1	7	..	..	..	..	..	..	..	..	12 (c)
12	2	14	..	..	..	..	7	1	7	1	12 (d)
2	..	2	..	..	..	3	..	..	..	3	12 (e)
14	..	14	..	..	..	..	..	..	..	..	12 (f)
..	17	17	..	..	..	..	..	..	..	..	12 (g)
50	410	560	..	..	1	7	7	1	8	8	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling—
different classes of accidents and the number of passengers, railway

C L A S S I											
Class of accident.	EAST INDIAN.										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 130	Other acci- dents. 131	Total. (Cols. 130 and 131.) 132	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 133, 135 and 137.) 139	In- jured. (Cols. 134, 136 and 138.) 140
129				133	134	135	136	137	138		
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	1	3	4	..	1	..	3	..	..	..	4
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	19	19	..	..	..	5	..	..	..	5
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	5	5	..	..	..	2	..	..	..	2
7. Derailments of passenger trains—	..	..	..	..	..	..	..	..	..	..	..
(a) Due to trains running in the wrong direction through points.	..	4	4	..	1	..	1	..	..	..	2
(b) Other causes	..	5	5	..	..	..	1	..	..	..	1
8. Other derailments—	..	..	..	..	..	..	..	..	..	..	..
(a) due to trains running in the wrong direction through points.	..	26	26	..	..	..	2	..	..	..	2
(b) other causes	..	543	543	..	..	..	1	..	..	..	1
9. Failure of engines and rolling-stock—	..	..	..	..	..	..	..	..	..	..	..
(a) failures of engines due to faulty design, materials or workmanship in the Mechanical Department—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes.	..	7	7	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	106	106	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes.	..	24	24	..	..	..	..	..	..	..	..
(2) other causes	..	246	246	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	2	2	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	1	1	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	692	692	..	..	..	..	..	..	..	..
10. Failure of permanent-way—	..	..	..	..	..	..	..	..	..	..	..
(a) Broken rails	..	62	62	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	1	1	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	3	3	..	..	..	..	..	..	..	..
11. Fires—	..	..	..	..	..	..	..	..	..	..	..
(a) Fire in trains	..	10	10	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	6	6	..	..	..	..	..	..	..	..
12. Other accidents—	..	..	..	..	..	..	..	..	..	..	..
(a) Passenger trains running in the wrong direction through points but not derailed.	..	13	13	..	..	..	2	..	..	..	2
(b) Trains running over cattle on the line	..	1,276	1,276	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	13	13	..	..	..	3	..	..	..	3
(d) Trains running over obstructions or vehicles at level crossings.	..	14	14	..	..	..	..	1	6	1	6
(e) Train wrecking	2	1	3	..	8	..	6	..	..	..	14
(f) Attempted train wrecking	3	6	9	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	146	146	..	..	..	8	..	1	..	9
Total	6	3,237	3,243	..	10	..	34	1	7	1	51

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

GREAT INDIAN PENINSULA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 129.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 146 and 148.)	Injured. (Cols. 145, 147, and 149.)	
141	142	143	144	145	146	147	148	149	150	151	152
..	2	2	..	..	..	2	..	..	..	2	1
..	10	10	..	..	..	9	..	..	..	9	2
..	5	5	..	2	..	2	..	..	..	4	3
..	24	24	..	..	..	3	..	..	..	3	4
..	43	43	..	..	..	..	..	..	..	..	5
..	16	16	..	..	..	1	..	..	..	1	6
..	2	2	..	..	..	..	..	..	..	..	7 (a)
..	24	24	..	1	..	4	..	..	..	5	7 (b)
..	12	12	..	..	..	..	..	..	..	..	8 (a)
..	553	553	..	..	..	1	..	..	..	1	8 (b)
..	1	1	..	..	..	..	..	..	..	..	9 (a) 1
..	37	37	..	..	..	..	..	..	..	..	9 (a) 2
..	17	17	..	..	..	..	..	..	..	..	9 (b) 1
..	318	318	..	..	..	..	..	..	..	..	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	11	11	..	..	..	..	..	..	..	..	9 (d)
..	465	465	..	..	..	..	..	..	..	..	9 (e)
..	29	29	..	..	..	..	..	..	..	..	9 (f)
..	1	1	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	7	8	3	6	2	6	..	..	5	12	10 (b)
1	..	..	..	..	..	..	..	..	..	..	10 (c)
..	50	50	..	..	..	..	..	..	..	..	10 (d)
..	8	8	..	..	..	..	..	4	..	4	11 (a)
..	3	3	..	..	..	..	..	..	..	..	11 (b)
..	1,187	1,188	..	3	1	2	..	..	1	5	12 (a)
1	..	..	..	..	..	..	..	..	..	..	12 (b)
..	8	8	..	..	..	..	..	..	..	..	12 (c)
..	6	6	..	..	..	1	..	..	..	1	12 (d)
..	3	3	..	..	..	3	..	..	..	3	12 (e)
..	20	20	..	..	..	..	..	..	..	..	12 (f)
..	48	48	..	..	..	..	..	..	..	..	12 (g)
2	2,911	3,913	3	12	3	34	..	4	6	50	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling- different classes of accidents and the number of passengers, railway

Class of accidents.	C L A S S										
	JODHPUR.										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 154	Other acci- dents. 155	Total. (Cols. 154 & 155.) 156	Passengers.		Railway servants.		Other persons.		Total.	
				Killed. 157	In- jured. 158	Killed. 159	In- jured. 160	Killed. 161	In- jured. 162	Killed. (Cols. 157, 159 & 161.) 163	In- jured. (Cols. 158, 160 & 162.) 164
153	154	155	156	157	158	159	160	161	162	163	164
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	2	..	2	..	..	1	2	1	..	2	2
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) Other causes	3	..	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	..	..	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	17	17	..	..	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of running staff—											
(1) boilers and tubes.	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	3	3	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	11	11	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	11	..	11	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	2	..	2	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	2	2	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	126	126	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	3	3	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	3	3	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking	1	..	1	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	19	166	185	..	..	1	2	1	..	2	2

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.											
MADRAS AND SOUTHERN MAHRATTA.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 165	Other accidents. 166	Total. (Cols. 165 & 166). 167	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 153.) 176
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
			168	169	170	171	172	173	174	175	
1	..	1	..	..	..	1	..	..	..	1	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	7	7	..	..	..	2	..	..	..	2	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
5	..	5	..	..	..	..	..	..	..	..	7 (a)
4	..	4	5	29	..	4	..	..	5	33	7 (b)
..	3	3	..	..	..	..	..	..	..	..	8 (a)
..	6	6	..	..	..	..	..	..	..	..	8 (b)
..	6	6	..	..	..	..	..	..	..	..	9 (a) 1
..	47	47	..	..	..	..	..	..	..	..	9 (a) 2
..	35	35	..	..	..	..	..	..	..	..	9 (b) 1
..	97	97	..	..	..	..	..	..	..	..	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	8	8	..	..	..	..	..	..	..	..	9 (e)
..	4	4	..	..	..	..	..	..	..	..	9 (f)
..	37	37	..	..	..	..	..	..	..	..	9 (g)
..	21	21	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
1	2	3	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	15	15	..	..	..	..	..	..	..	..	11 (a)
2	..	2	..	..	..	..	..	..	..	..	11 (b)
..	11	11	..	..	..	..	..	..	..	..	12 (a)
4	778	782	..	..	..	..	..	..	..	..	12 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (c)
4	3	7	..	..	..	..	..	1	..	1	12 (d)
1	..	1	..	6	..	1	..	..	..	7	12 (e)
21	..	21	..	..	..	..	..	..	..	..	12 (f)
1	5	6	..	..	..	3	..	..	..	3	12 (g)
45	1,087	1,132	5	35	..	11	..	1	5	47	Total

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers, railway

O L A S S I											
Class of accident.	NIZAM'S STATE.										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 178	Other acci- dents. 179	Total. (Cols. 178 & 179.) 180	Passengers.		Railway servants.		Other persons.		Total.	
				Killed. 181	In- jured. 182	Killed. 183	In- jured. 184	Killed. 185	In- jured. 186	Killed. (Cols. 181, 183 & 185.) 187	In- jured (Cols. 182, 184 & 186.) 188
177											
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	1	..	1	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—	..	..	..	..	..	..	..	..	..	..	..
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	6	..	6	..	..	..	..	..	..	..	..
8. Other derailments—	..	..	..	..	..	..	..	..	..	..	..
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	24	24	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—	..	..	..	..	..	..	..	..	..	..	..
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes.	..	2	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	3	3	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material workmanship or operation arising from the working of the running staff—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes.	..	12	12	..	..	..	..	..	..	..	..
(2) other causes	..	127	127	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—	..	..	..	..	..	..	..	..	..	..	..
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	1	1	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankment	..	..	..	..	..	..	..	..	..	..	..
11. Fires—	..	..	..	..	..	..	..	..	..	..	..
(a) Fire in trains	..	3	3	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—	..	..	..	..	..	..	..	..	..	..	..
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	329	329	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	5	5	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level-crossings.	..	2	2	..	..	..	..	..	..	..	..
(e) Train wrecking.	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	1	1	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	27	27	..	..	..	..	..	..	..	..
Total	7	538	545	..	..	..	..	..	..	..	..

DIX, D. (iii)—contd.

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

NORTH WESTERN.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 189	Other accidents. 190	Total. (Cols. 189 and 190.) 191	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents. (See column No. 177.) 200
			Killed. 192	Injured. 193	Killed. 194	Injured. 195	Killed. 196	Injured. 197	Killed. (Cols. 192, 194 & 196.) 198	Injured. (Cols. 193, 195 and 197.) 199	
..	..	..	..	..	..	..	..	..	..	..	1
1	1	2	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	11	11	..	..	1	..	..	1	1	1	4
..	5	5	..	..	..	..	..	..	..	..	5
..	6	6	..	..	1	7	..	..	1	7	6
4	1	5	..	..	..	..	..	..	..	..	7(a)
36	3	39	..	5	..	2	..	..	..	7	7(b)
..	436	436	..	..	..	..	..	..	..	..	8(a)
1	663	664	..	..	..	2	..	..	..	2	8(b)
..	11	11	..	..	..	..	..	..	..	..	9(a)1
..	60	60	..	..	..	..	..	..	..	..	9(a)2
..	73	73	..	..	..	..	..	..	..	..	9(b)1
..	*147	*147	..	..	..	..	..	..	..	..	9(b)2
1	3	4	..	..	..	..	..	..	..	..	9(c)
..	5	5	..	..	..	..	..	..	..	..	9(d)
2	18	20	..	..	..	..	..	..	..	..	9(e)
..	..	..	..	..	..	..	..	..	..	..	9(f)
..	1,590	1,590	..	..	..	..	..	..	..	..	9(g)
..	56	56	..	..	..	..	..	..	..	..	10(a)
..	..	..	..	..	..	..	..	..	..	..	10(b)
3	25	28	..	..	..	..	..	..	..	..	10(c)
1	3	4	..	..	..	..	..	..	..	..	10(d)
..	5	5	..	..	..	..	..	..	..	..	11(a)
..	5	5	..	..	..	1	..	..	..	1	11(b)
..	5	5	..	..	..	..	..	..	..	..	12(a)
..	662	662	..	..	..	..	..	..	..	..	12(b)
..	20	20	..	..	..	..	1	..	1	..	12(c)
4	6	10	..	..	..	..	3	21	3	21	12(d)
4	..	4	..	..	..	3	..	..	..	3	12(e)
5	6	11	..	..	..	..	..	..	..	..	12(f)
..	17	17	..	..	..	..	..	..	..	..	12(g)
62	3,843	3,905	..	5	2	15	4	22	6	42	Total.

* Includes 4 failures with rail motors and six with steam coaches.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers, railway

CLASS I											
ROHILKUND AND KUMAON.											
Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 & 203.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.
	202	203	204	205	206	207	208	209	210	211	212
201	202	203	204	205	206	207	208	209	210	211	212
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	1.	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—	..	..	..	..	..	..	..	..	..	..	..
(a) Due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(b) Other causes	..	..	..	..	..	..	..	..	..	..	..
8. Other derailments—	..	..	..	..	..	..	..	..	..	..	..
(a) Due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) Other causes	..	3	3	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—	..	..	..	..	..	..	..	..	..	..	..
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	10	10	..	..	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes.	..	2	2	..	..	..	..	..	..	..	..
(2) other causes	..	16	16	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—	..	..	..	..	..	..	..	..	..	..	..
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—	..	..	..	..	..	..	..	..	..	..	..
(a) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—	..	..	..	..	..	..	..	..	..	..	..
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	80	80	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	4	4	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Train wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	22	22	..	..	..	..	..	..	..	..
Total	..	142	142	..	..	..	..	..	..	..	..

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS—contd.

SOUTH INDIAN.											
Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 213	Other accidents. 214	Total. (Cols. 213 and 214). 215	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents. (See column No. 201.) 224
			Killed. 216	Injured. 217	Killed. 218	Injured. 219	Killed. 220	Injured. 221	Killed. (Cols. 216, 218 & 220.) 222	Injured. (Cols. 217, 219 and 221.) 223	
1	..	1	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
1	..	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
4	..	4	..	3	..	6	..	..	..	9	7 (a)
10	..	10	..	..	..	..	..	..	..	..	7 (b)
..	1	1	..	..	..	..	..	..	..	..	8 (a)
2	1	3	..	..	..	3	..	..	..	3	8 (b)
..	22	22	..	..	..	..	..	..	..	..	9 (a) 1
..	120	120	..	..	..	..	..	..	..	..	9 (a) 2
..	5	5	..	..	..	..	..	..	..	..	9 (b) 1
..	59	59	..	..	..	..	..	..	..	..	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
3	..	3	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
163	..	163	..	..	..	..	..	..	..	..	9 (g)
5	..	5	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
15	..	15	..	..	..	..	..	..	..	..	10 (c)
..	5	5	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
11	..	11	..	..	..	..	..	..	..	..	12 (a)
..	2,237	2,237	..	..	..	..	..	..	..	..	12 (b)
20	..	20	..	..	..	..	..	..	..	..	12 (c)
9	..	9	..	..	..	..	..	..	..	..	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
2	..	2	..	..	..	..	..	..	..	..	12 (f)
..	..	..	..	..	..	..	..	..	..	..	12 (g)
247	2,452	2,699	..	3	..	9	..	..	..	12	Total.

*Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers.*

Class of accident.	TOTAL CLASS I								
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 226	Other acci- dents. 227	Total. (Cols. 226 & 227.) 228	Passengers.		Railway servants.		Other persons.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
225	226	227	228	229	230	231	232	233	234
1. Collisions between passenger trains or parts of passenger trains.	3	3	6	..	..	..	3	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	7	18	25	..	3	..	16	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	3	5	8	..	2	..	2	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	4	108	112	..	..	3	15	1	2
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	52	52	..	..	..	..	..	..
6. Collisions between light engines	..	33	33	..	..	1	11	..	..
7. Derailments of passenger trains—									
(a) Due to trains running in the wrong direction through points.	19	17	36	..	4	..	10	..	..
(b) Other causes	76	63	139	5	39	..	11	..	..
8. Other derailments—									
(a) Due to trains running in the wrong direction through points.	..	492	492	..	..	..	2	..	..
(b) Other causes	6	2,617	2,623	..	..	..	17	1	..
9. Failure of engines and rolling stock—									
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—									
(1) boilers and tubes	..	63	63	..	..	..	..	..	..
(2) machinery, springs, etc.	..	444	444	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—									
(1) boilers and tubes	..	267	267	..	..	..	..	..	..
(2) other causes	..	1,456	1,456	..	..	..	..	..	..
(c) The failure of tyres	1	7	8	..	..	..	..	..	..
(d) Ditto wheels	..	6	6	..	..	..	..	..	..
(e) Ditto axles	5	55	60	..	..	..	..	..	..
(f) Ditto brake apparatus	..	13	13	..	..	..	..	..	..
(g) Ditto couplings and draft gear	163	3,358	3,521	..	1	..	..	..	..
10. Failure of permanent way—									
(a) Broken rails	5	289	294	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	5	6	..	..	6	1	..	..
(c) The flooding of portions of permanent-way.	44	80	124	..	..	..	..	..	..
(d) Slips in cuttings or embankments	2	50	52	3	6	2	6	..	..
11. Fires—									
(a) Fire in trains	4	100	104	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	6	51	57	..	..	..	1	..	5
12. Other accidents—									
(a) Passenger trains running in the wrong direction through points but not derailed.	11	52	63	..	..	..	2	..	..
(b) Trains running over cattle on the line	15	3,240	3,255	..	3	1	2	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	27	79	106	..	..	1	3	1	1
(d) Trains running over obstructions or vehicles at level-crossings.	31	61	92	..	..	..	4	12	31
(e) Train-wrecking	28	4	32	..	20	..	20	..	..
(f) Attempted train-wrecking	57	60	117	..	..	..	..	..	..
(g) Miscellaneous	2	353	355	..	4	1	20	4	7
Total	520	18,501	19,021	8	82	15	146	19	46

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

CLASS II RAILWAYS.														
RAILWAYS—conold.		BARSI LIGHT.			BENGAL DOOARS.			BHAVNAGAR STATE.			BIKANER STATE.			Serial No. of class of accidents. (See column No. 225.)
Total.		Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 237	Other acci- dents. 238	Total. (Cols. 237 and 238.) 239	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 240	Other Acci- dents. 241	Total. (Cols. 240 and 241.) 242	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 243	Other acci- dents. 244	Total. (Cols. 243 and 244.) 245	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 246	Other acci- dents. 247	Total. (Cols. 246 and 247.) 248	
Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)													
235	236													
..	3	..	..	..	..	..	..	..	..	..	..	..	..	1
..	19	..	..	..	..	..	..	1	..	1	..	1	1	2
..	4	..	..	..	..	..	..	..	..	..	..	..	..	3
4	17	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	1	1	5
1	11	..	..	..	..	..	..	..	..	..	..	..	..	6
..	14	..	..	..	..	..	..	..	..	..	..	1	1	7 (a)
5	50	..	3	3	..	..	..	..	..	..	7	..	7	7 (b)
..	2	..	..	..	..	..	..	1	..	1	..	..	..	8 (a)
1	17	..	12	12	..	..	..	..	1	1	..	2	2	8 (b)
..	..	..	..	..	..	..	..	..	10	10	..	..	..	9 (a) 1
..	..	..	..	..	..	..	..	..	7	7	..	1	1	9 (a) 2
..	..	..	20	20	..	1	1	..	..	..	..	4	4	9 (b) 1
..	..	..	..	..	..	1	1	..	1	1	..	7	7	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	1	1	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	2	3	5	9 (e)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	1	..	4	4	..	1	1	1	..	1	..	4	4	9 (g)
6	1	..	..	..	..	..	..	..	..	..	..	10	10	10 (a)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	2	..	2	10 (c)
5	12	..	..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	6	..	..	..	..	..	..	..	1	1	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	2	..	1	1	..	..	..	..	..	..	..	1	1	12 (a)
1	5	..	24	24	..	6	6	..	57	57	..	130	130	12 (b)
2	4	..	..	..	..	..	..	..	2	2	2	..	2	12 (c)
12	35	..	..	..	..	1	1	..	1	1	..	..	..	12 (d)
..	40	..	..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	1	1	..	..	..	12 (f)
5	31	..	14	14	..	..	..	..	..	..	..	3	3	12 (g)
42	274	..	79	79	..	10	10	3	81	84	18	177	190	Total

*Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers,*

Class of accident.	CLASS II										
	DARJEELING-HIMALAYAN.			DIBRU-SADIYA.			GAEKWAR'S BARODA STATE.			GON.	
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 251	Other acci- dents. 252	Total. (Cols. 251 and 252.) 253	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 254	Other acci- dents. 255	Total. (Cols. 254 and 255.) 256	Acci- dents re- ported to Local Govern- ments unde- r section 83 of the Indian Railways Act No. IX of 1890. 257	Other acci- dents. 258	Total. (Cols. 257 and 258.) 259	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890 260	Other acci- dents. 261
250											
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	1	1	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	1	..	1	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	1	..	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	1	..	1	..	..
(b) Other causes	38	..	38	..	..	..	..	..	..	11	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	2	2	..	..
(b) Other causes	2	32	34	..	1	1	..	35	35	..	..
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	2	2	2	..
(2) machinery, springs, etc.	..	3	3	..	..	..	..	13	13	2	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	6	6	..	..	..	..	..	..	..	..
(2) other causes	..	6	6	..	14	14	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	9	9	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	1	1	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	4	4	..	..	..	..	..
10. Failure of permanent way—											
(a) Broken rails	..	1	1	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	..	..	..	..	..	..	..	10	10	..	..
(d) Slips in cuttings or embankments	4	12	16	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	..	..	1	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line.	..	3	3	..	28	28	..	21	21	12	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	6	6	..	..	..	..	22	22	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	9	9	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking.	..	..	..	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	1	1	..	..	..	..	17	17	2	..
Total	46	89	135	..	47	47	2	123	125	30	..

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

RAILWAYS—contd.													
HOWRAH AND T. LIGHT.				JAMNAGAR AND DWARKA.			JUNAGAD STATE.			MORVI.			Serial No. of class of accidents. (See column No. 250.)
Total. (Cols. 260 and 261.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 263 and 264.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 266 and 267.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 269 and 270.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 272 and 273.)	
262	263	264	265	266	267	268	269	270	271	272	273	274	275
..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	7	..	7	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	..	..	7(a)
11	20	..	20	..	..	..	..	1	1	..	..	..	7(b)
..	..	..	..	..	..	..	..	..	..	..	..	..	8(a)
..	8	..	8	..	21	21	..	..	..	..	..	..	8(b)
2	..	..	..	..	..	..	..	..	..	..	..	..	9(a) (1)
2	..	9	9	..	..	..	..	1	1	..	1	1	9(a) (2)
..	..	..	..	..	2	2	..	..	..	..	1	1	9(b) (1)
..	..	..	..	..	2	2	..	12	12	..	2	2	9(b) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(c)
..	..	..	..	..	..	..	..	2	2	..	..	..	9(d)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(e)
..	4	..	4	..	1	1	..	1	1	..	1	1	9(f)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(g)
..	1	..	1	..	..	..	..	..	..	..	..	..	10(a)
..	..	..	..	..	..	..	..	..	..	..	..	..	10(b)
..	..	..	..	..	..	..	..	..	..	..	..	..	10(c)
..	..	..	..	..	..	..	..	..	..	..	..	..	10(d)
1	..	..	..	..	..	..	..	1	1	..	..	..	11(a)
..	..	..	..	..	..	..	..	..	..	..	..	..	11(b)
..	..	..	..	..	..	..	..	..	..	..	..	..	12(a)
12	..	1	1	..	27	27	..	7	7	..	7	7	12(b)
..	1	2	3	1	..	1	..	..	..	..	2	2	12(c)
..	..	..	..	..	..	..	..	..	..	..	..	..	12(d)
..	..	..	..	..	..	..	..	..	..	..	2	2	12(e)
2	..	..	..	2	..	2	..	..	..	..	..	..	12(f)
..	..	..	..	..	..	..	..	..	..	..	..	..	12(g)
30	41	12	53	3	53	56	..	25	25	..	16	16	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling
different classes of accidents and the number of passengers,

Class of accident.	CLASS II RAILWAYS.									TOTAL CLASS II		
	MYSORE RAILWAYS.			SHAHNARA (DELHI). SAHARANPUR LIGHT.			Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.			Passengers.		
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 277 and 278.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 280 and 281.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 283 and 284.)	Railway servants.		
	276 277	278	279	280	281	282	283	284	285	Killed. 286	In- jured. 287	Killed. 288
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	9	2	11	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	1	..	1	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	1	1	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	1	..	1	..	..	..
7. Derailments of passenger trains—	..	..	..	..	..	..	1	1	2	..	..	..
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	1	1	2	..	..	..
(b) Other causes	1	..	1	..	..	..	77	4	81	..	..	..
8. Other Derailments—	..	..	..	..	..	..	1	3	4	..	..	..
(a) Due to trains running in the wrong direction through points.	..	..	..	..	1	1	1	3	4	..	..	..
(b) Other causes	1	2	3	..	3	3	11	109	120	..	..	..
9. Failure of engines and rolling-stock—	..	..	..	..	..	..	..	..	..	..	..	..
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—	..	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes	..	..	..	..	1	1	2	13	15	..	..	..
(2) machinery, springs, etc.	..	..	..	..	1	1	2	36	38	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff	..	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes	..	6	6	..	..	..	..	20	20	..	..	..
(2) other causes	..	12	12	..	..	..	..	76	76	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	1	1	..	..	..
(d) Ditto wheels	..	1	1	..	..	..	..	2	2	..	..	..
(e) Ditto axles	1	..	1	..	2	2	3	16	19	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	1	1	..	..	..
(g) Ditto couplings and draft gear.	1	10	11	..	..	..	6	26	32	..	..	..
10. Failure of permanent way —	..	..	..	..	..	..	..	..	..	..	..	..
(a) Broken rails	..	..	..	..	..	..	1	11	12	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	..	1	..	..	..	1	..	1	..	..	..
(c) The flooding of portions of permanent-way.	..	..	..	..	..	..	2	19	12	..	..	..
(d) Slips in cuttings or embankments	1	..	1	..	..	..	5	12	17	..	..	..
11. Fires—	..	..	..	..	..	..	..	..	..	..	..	..
(a) Fire in trains	..	2	2	..	..	..	1	2	3	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	2	2	..	..	..
12. Other accidents—	..	..	..	..	..	..	..	..	..	..	..	..
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	2	2	..	..	..
(b) Trains running over cattle on the line.	1	99	100	..	1	1	13	429	433	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	..	..	..	3	3	4	37	41	..	1	..
(d) Trains running over obstructions or vehicles at level crossings.	1	..	1	..	..	..	1	11	12	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	..	..	..	1	1	..	4	4	..	..	9.
(g) Miscellaneous	4	..	4	..	..	..	8	35	43	..	..	..
Total	12	182	144	..	13	13	150	857	1,007	..	1	..

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS.					TOTAL CLASS III RAILWAYS.												Serial No. of class of accident (See col. No. 276.)	
Railway servants.		Other persons.		Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 294 and 295).	Passengers.		Railway servants.		Other persons.		Total.				
Injured.	Killed.	Injured.	Killed. (Cols. 286, 288 and 290).	Injured. (Cols. 287, 289 and 291).				Killed. (Cols. 297, 299 and 301.)	Injured. (Cols. 298, 300 and 302.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 297, 299 and 301.)		Injured. (Cols. 298, 300 and 302.)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1		
1	..	..	..	1	13	1	14	..	1	..	1	..	1	..	3	2		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5		
1	..	..	..	1	..	1	1	..	..	..	..	1	..	..	..	6		
..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	7(a)		
..	..	..	..	..	28	7	35	..	7	..	2	..	..	..	9	7(b)		
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	8(a)		
3	..	..	..	3	6	45	51	..	..	1	1	..	..	1	1	8(b)		
..	..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	9(a) (1)		
..	..	..	..	..	1	11	12	..	..	..	..	..	..	..	..	9(a) (2)		
..	..	..	..	..	..	..	6	..	..	..	..	..	..	..	..	9(b) (1)		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(b) (2)		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(c)		
..	..	..	..	..	1	6	7	..	..	..	..	..	..	..	..	9(d)		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(e)		
..	..	..	..	..	6	16	22	..	..	..	..	..	..	..	..	9(f)		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(g)		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(a)		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(b)		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(c)		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(d)		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11(a)		
..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	11(b)		
..	..	..	..	..	2	1	3	..	..	..	..	..	..	..	..	12(a)		
..	12	12	12	12	7	95	102	..	..	..	..	..	..	..	..	12(b)		
..	..	..	..	1	3	18	21	..	..	..	..	..	..	..	..	12(c)		
..	..	..	..	..	1	2	3	..	..	..	..	..	2	..	2	12(d)		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12(e)		
1	..	..	..	1	4	1	1	..	..	..	..	..	..	..	..	12(f)		
..	..	..	..	..	..	2	6	..	2	..	1	..	1	..	4	12(g)		
6	13	12	13	19	73	218	291	..	10	1	5	..	4	1	19	Total		

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling-distinguishing between the different classes of accidents and the number of passengers, railway

Class of accident.	TOTAL ALL RAILWAYS.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.		Passengers.			
							Killed.		Injured.	
	1931-32. 307	1930-31. 308	1931-32. 309	1930-31. 310	1931-32. 311	1930-31. 312	1931-32. 313	1930-31. 314	1931-32. 315	1930-31. 316
306										
1. Collisions between passenger trains or parts of passenger trains.	3	3	3	4	6	7	..	2	..	21
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	29	35	21	26	50	61	..	..	4	3
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	4	3	5	9	9	12	..	..	2	11
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	4	12	108	146	112	158	..	..	..	2
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	53	64	53	64	..	..	..	..
6. Collisions between light engines	1	2	34	51	35	53	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	21	23	18	13	39	36	..	..	4	1
(b) Other causes	181	210	74	123	255	333	5	3	46	16
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	1	2	496	1,123	497	1,125	..	..	..	..
(b) Other causes	23	53	2,771	2,998	2,794	3,051	..	..	..	..
9. Failure of engines and rolling stock—										
(a) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	2	3	31	144	33	147	..	..	..	..
(2) machinery, springs, etc.	3	6	491	559	494	565	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	..	..	287	270	287	270	..	..	..	..
(2) other causes	..	..	1,538	2,213	1,538	2,213	..	..	..	..
(c) The failure of tyres	1	1	8	15	9	16	..	..	..	..
(d) Ditto wheels	..	..	8	11	8	11	..	..	..	..
(e) Ditto axles	9	12	77	78	86	90	..	..	..	..
(f) Ditto brake apparatus	..	3	14	20	14	23	..	..	..	..
(g) Ditto couplings and draft gear	175	213	3,400	2,887	3,575	3,100	..	..	1	..
10. Failure of Permanent way—										
(a) Broken rails	6	12	300	403	306	415	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	2	2	5	7	7	9	..	..	..	..
(c) The flooding of portions of permanent-way.	46	135	90	103	136	238	..	..	..	..
(d) Slips in cuttings or embankments	7	8	62	79	69	87	3	..	6	..
11. Fires—										
(a) Fire in trains	5	4	102	121	107	125	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	6	1	53	47	59	48	..	..	..	..
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	13	21	55	75	68	96	..	..	..	2
(b) Trains running over cattle on the line	35	27	8,755	8,334	8,790	8,861	..	..	3	..
(c) Trains running over obstructions on the line (other than those at level crossings).	34	61	134	161	168	222	..	..	1	..
(d) Trains running over obstructions or vehicles at level crossings.	33	48	74	56	107	104	..	..	..	1
(e) Train-wrecking	28	84	4	61	32	145	..	7	20	75
(f) Attempted train-wrecking	57	..	65	..	122	..	..	..	..	..
(g) Miscellaneous	14	26	390	590	404	616	..	..	6	8
Total	743	1,010	19,576	21,291	20,319	22,301	8	12	93	140

DIX D (iii)—concl'd.

stock, permanent-way, etc., during the years 1930-31 and 1931-32 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

TOTAL ALL RAILWAYS.													
Railway servants.				Other persons.				Grand Total.				Serial No. of Class of Accident (see column No. 306).	
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.			
(Cols. 313, 317 and 321.)	(Cols. 314, 318 and 322.)	(Cols. 315, 319 and 323.)	(Cols. 316, 320 and 324.)	(Cols. 317, 321 and 325.)	(Cols. 318, 322 and 326.)	(Cols. 319 and 323.)	(Cols. 320 and 324.)						
1931-32. 317	1930-31. 318	1931-32. 319	1930-31. 320	1931-32. 321	1930-31. 322	1931-32. 323	1930-31. 324	1931-32. 325	1930-31. 326	1931-32. 327	1930-31. 328	329	
..	..	3	1	..	3	..	..	..	5	3	22	1	
..	..	18	5	..	..	1	3	..	..	23	11	2	
..	..	2	2	..	..	..	1	..	..	4	14	3	
3	12	15	37	1	3	2	4	4	15	17	43	4	
..	..	..	..	..	..	..	..	..	..	..	..	5	
1	1	12	11	..	..	..	..	1	1	12	11	6	
..	1	10	1	..	..	..	..	..	1	14	2	7 (a)	
..	7	13	18	..	2	..	1	5	12	59	35	7 (b)	
..	2	2	5	..	..	..	..	..	2	2	5	8 (a)	
1	2	21	32	1	1	..	..	2	3	21	32	8 (b)	
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(1)	
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(2)	
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(1)	
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(2)	
..	..	..	..	..	..	..	..	..	..	..	..	9 (c)	
..	..	..	..	..	..	..	..	..	..	..	..	9 (d)	
..	..	..	3	..	..	..	..	..	..	..	3	9 (e)	
..	..	..	2	..	..	..	..	..	..	..	2	9 (f)	
..	..	..	1	..	..	..	1	..	..	1	2	9 (g)	
..	..	..	..	..	..	..	..	..	..	..	..	10 (a)	
6	..	1	..	..	..	..	..	6	..	1	..	10 (b)	
..	..	..	..	..	..	..	..	..	..	..	..	10 (c)	
2	..	6	..	..	..	..	..	5	..	12	..	10 (d)	
..	..	..	..	..	..	..	2	..	..	..	3	11 (a)	
..	..	1	..	1	..	5	..	1	..	6	..	11 (b)	
..	..	2	..	..	..	..	..	..	..	2	2	12 (a)	
1	..	2	1	12	34	12	37	13	34	17	38	12 (b)	
1	..	3	2	1	..	1	..	2	..	5	2	12 (c)	
..	..	4	..	12	24	33	38	12	24	37	39	12 (d)	
..	..	20	..	..	..	..	..	..	7	40	75	12 (e)	
..	..	..	..	..	..	..	..	..	..	..	..	12 (f)	
1	..	22	11	4	4	8	8	5	4	36	27	12 (g)	
16	25	157	132	32	71	62	96	56	108	312	368	Total	

Number of persons killed or injured during the year 1931-32 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.	
	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.
	331	332	333	334	335	336	Killed. (Cols. 331, 333 and 335.) 337	In-jured. (Cols. 332, 334 and 336.) 338	339	340	341	342	343	344	Killed. (Cols. 339, 341 and 343.) 345	In-jured. (Cols. 340, 342 and 344.) 346
330																
1. Ascending or descending steps at stations.	..	..	..	5	1	..	1	5	..	..	..	..	..	..	..	..
2. Being struck by barrows, falling over packages, etc., on platform.	..	..	..	17	..	..	..	17	..	..	..	..	..	..	..	..
3. Falling off platforms	..	..	..	6	..	..	..	6	..	..	..	..	..	..	..	..
4. Loading, unloading or sheeting wagons.	..	1	3	548	2	7	5	556	..	..	..	3	..	..	..	3
5. Moving or carrying goods at stations, etc.	..	..	1	210	..	4	1	214	..	..	..	..	..	..	..	..
6. Working at cranes or capstans	..	..	1	66	..	2	1	68	..	..	..	..	..	..	..	..
7. Falling of wagon doors, lamps, bales of goods, etc.	..	..	..	202	..	..	..	202	..	..	..	..	..	..	..	..
8. Falling off, or getting on or off, stationary engines or vehicles.	..	..	1	204	..	..	1	204	..	..	..	..	..	..	..	..
9. Falling off platforms, ladders, scaffolds, etc.	..	..	6	144	..	5	6	149	..	..	..	..	..	..	..	..
10. Stumbling whilst walking on the line or platforms.	..	..	1	85	3	7	4	92	..	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	..	..	..	1,584	..	..	..	1,584	..	..	..	4	..	..	..	4
12. Being trampled on or kicked by horses.	..	1	..	9	..	..	..	10	..	..	..	..	..	..	..	..
13. Working on the line or in sidings.	..	..	3	546	..	1	3	547	..	..	..	3	..	..	..	3
14. Miscellaneous	2	9	27	1,819	13	21	42	1,849	..	..	..	2	..	..	..	2
Total	2	11	43	5,445	19	47	64	5,503	..	..	..	12	..	..	..	12

DIX D (iv).

between the number of passengers, railway servants and other persons killed or injured by accidents in which upon railways was not concerned.

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		
Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 347, 349 and 351.)	In-jured. (Cols. 348, 350 and 352.)	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 355, 357 and 359.)	In-jured. (Cols. 356, 358 and 360.)	
347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363
..	..	..	..	..	..	..	..	..	..	..	5	1	..	1	5	1. Ascending or descending steps at stations.
..	..	..	..	..	..	..	..	..	..	..	17	..	..	..	17	2. Being struck by barrows, by falling over packages, etc., on platform.
..	..	..	1	..	..	..	1	..	..	..	7	..	..	..	7	3. Falling off platforms.
..	..	..	2	..	..	..	2	..	1	3	553	2	7	5	561	4. Loading, unloading or sheeting wagons.
..	..	..	..	..	..	..	..	..	..	1	210	..	4	1	214	5. Moving or carrying goods at stations, etc.
..	..	..	..	..	..	..	..	..	..	1	66	..	2	1	68	6. Working at cranes or capstans.
..	..	..	..	..	..	..	..	..	..	..	202	..	..	..	202	7. Falling of wagon doors, lamps, bales of goods, etc.
..	..	..	1	..	..	..	1	..	..	1	205	..	..	1	205	8. Falling off, or getting on or off, stationary engines or vehicles.
..	..	..	..	..	..	..	..	..	..	6	144	..	5	6	149	9. Falling off platforms, ladders, scaffolds, etc.
..	..	..	1	..	..	..	1	..	..	1	86	3	7	4	93	10. Stumbling whilst walking on the line or platforms.
..	..	..	..	..	..	..	..	..	..	..	1,588	..	..	..	1,588	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	1	..	9	..	..	..	10	12. Being trampled on or kicked by horses.
..	..	..	1	..	..	..	1	..	..	3	550	..	1	3	551	13. Working on the line or in sidings.
..	..	..	4	..	..	..	4	2	9	27	1,825	13	21	42	1,855	14. Miscellaneous.
..	..	..	10	..	..	..	10	2	11	43	5,467	19	47	64	5,525	Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1931-32
[The figures in this statement represent the number of railway servants

Railway system. 364	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed. 365	Percent- age of total. 366	Injured. 367	Percent- age of total. 368	Killed. 369	Percent- age of total. 370	Injured. 371	Percent- age of total. 372	Killed. 373	Percent- age of total. 374	Injured. 375	Percent- age of total. 376
Assam-Bengal	4	66.6	5	71.4	2	33.4	2	28.6	..	..	..	..
Bengal and North-Western	2	29.0	7	39.0	5	71.0	11	61.0	..	..	..	..
Bengal-Nagpur	1	11.1	4	21.0	..	..	6	31.6	8	88.9	9	47.4
Bombay, Baroda and Central India	6	75.0	184	90.6	1	12.5	17	8.38	1	12.5	2	0.98
Burma	7	43.8	38	69.1	8	50.0	14	25.5	1	6.25	3	5.45
Eastern Bengal	5	18.5	30	53.6	21	77.8	20	35.7	1	3.70	6	10.7
East Indian	21	51.2	287	92.0	20	48.8	20	6.41	..	..	..	..
Great Indian Peninsula	28	75.0	543	92.0	8	22.0	40	7.00	1	3.00	4	1.00
Jodhpur	1	100.0	1	100.0	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	2	28.6	93	89.4	5	71.4	11	10.6	..	..	..	..
Nizam's State	2	100.0	15	55.6	..	..	12	44.4	..	..	..	..
North Western	25	100.0	307	98.4	..	..	..	..	..	..	5	1.60
Rohilkund and Kumaon	..	..	..	..	4	100.0	5	100.0	..	..	..	..
South Indian	3	75.0	53	89.8	1	25.0	8	10.2	..	..	..	..
Total	107	55.1	1,567	88.8	75	38.7	164	9.29	12	6.19	29	1.64

DIX D (v).

caused by the movements of trains and railway vehicles exclusive of accidents included in Appendix D (iii). killed and injured included in Appendix D (ii).]

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				TOTAL.		Railway system.
Killed.	Percent- age of total.	Injured.	Percent- age of total.	Killed.	Percent- age of total.	Injured.	Percent- age of total.	Killed. (Cols. 365, 369, 373, 377 and 381.)	Injured. (Cols. 367, 371, 375, 379 and 383.)	
377	378	379	380	381	382	383	384	385	386	387
..	..	..	..	..	..	..	..	6	7	Assam-Bengal.
..	..	..	..	..	..	..	..	7	18	Bengal and North-Western,
..	..	..	..	..	..	..	..	9	19	Bengal-Nagpur.
..	..	..	..	..	..	..	..	8	203	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	16	55	Burma.
..	..	..	..	..	..	..	..	27	56	Eastern Bengal.
..	..	..	..	..	..	5	1.60	41	312	East Indian.
..	..	..	..	..	..	..	..	37	587	Great Indian Peninsula.
..	..	..	..	..	..	..	..	1	1	Jodhpur.
..	..	..	..	..	..	..	..	7	104	Madras and Southern Mah-ratta,
..	..	..	..	..	..	..	..	2	27	Nizam's State.
..	..	..	..	..	..	..	..	25	312	North Western.
..	..	..	..	..	..	..	..	4	5	Rohilkund and Kumaon.
..	..	..	..	..	..	..	..	4	59	South Indian.
..	..	..	..	..	..	5	0.27	194	1,765	Total.

Number of accidents occurred during the year 1931-32 in Railway Workshops

Number of accidents and number of persons killed or injured.	Particulars.	Class I							
		Assam Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
388	389	390	391	392	393	394	395	396	397
(a) Total number of accidents..	..	..	37	51	2,093	78	243	1,043	1,847
(b) Affecting Railway Servants.									
1. Railway workshops	Killed ..	..	..	..	1	..	..	3	..
	Injured ..	..	..	18	2,092	36	230	1,028	1,847
2. New works not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	1	..	..	..	5	..
3. Lines under construction	Killed ..	..	..	1	..	..	1	1	..
	Injured ..	..	..	3	..	..	4	2	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	1	..	..	..	..	..
	Injured ..	..	..	4	..	..	..	..	..
Total (b)	Killed ..	..	..	2	1	..	1	4	..
	Injured ..	..	..	26	2,092	36	234	1,035	1,847
(c) Affecting Other persons.									
1. Railway workshops	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	1	..	..
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	1	..
	Injured ..	..	..	2	..	..	..	2	..
3. Lines under construction	Killed ..	..	..	7	..	2	2	1	..
	Injured ..	..	..	11	..	2	2	4	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	2	..	..	..	..	..	..
Total (c)	Killed ..	..	..	7	..	2	2	2	..
	Injured ..	..	2	13	..	2	3	6	..
(d) Grand total = (b + c)									
	Killed ..	..	..	9	1	2	3	6	..
	Injured ..	..	2	39	2,092	38	237	1,041	1,847

DIX D (vi).

and certain other places and the number of Railway servants and other persons killed or injured.

Railways.						Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 404, 405 and 406).	No. of accidents and No. of persons killed and injured.
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohil- kund and Kumaon.	South Indian.	404	405	406	407	408
..	1,014	926	1,099	16	409	8,856	102	..	8,958	(a) Total number of accidents.
..	1	..	1	..	..	6	..	..	6	Killed
..	977	926	1,662	16	404	8,636	101	..	8,737	Injured } 1
..	..	..	..	..	..	..	..	..	..	Killed
..	48	..	..	..	..	54	..	..	54	Injured } 2
..	..	..	3	..	..	6	..	..	6	Killed
..	..	..	24	..	1	34	..	..	34	Injured } 3
..	..	..	..	..	..	..	1	..	1	Killed
..	..	..	..	..	..	..	1	..	1	Injured } 4
..	..	..	..	..	..	1	..	..	1	Killed
..	..	..	1	..	..	5	..	..	5	Injured } 5
..	1	..	4	..	..	13	1	..	14	Killed
..	1,025	926	1,087	16	405	8,729	102	..	8,831	Injured } Total (b).
..	..	..	..	..	..	..	..	..	..	(c) Affecting other persons.
..	..	..	..	..	..	..	..	..	..	Killed
..	..	..	..	..	..	1	..	..	1	Injured } 1
..	..	..	..	..	..	1	..	..	1	Killed
..	..	..	..	..	..	4	..	..	4	Injured } 2
..	..	..	3	..	5	20	..	..	20	Killed
..	..	..	5	..	7	31	..	..	31	Injured } 3
..	..	..	..	..	..	..	..	..	..	Killed
..	..	..	..	..	1	1	..	..	1	Injured } 4
..	..	..	..	..	..	..	..	1	..	Killed
..	..	..	..	..	..	2	..	..	2	Injured } 5
..	..	..	3	..	5	21	..	..	21	Killed
..	..	..	5	..	8	39	..	..	39	Injured } Total (c).
..	1	..	7	..	5	34	1	..	35	Killed
..	1,025	926	1,092	16	413	8,76	102	..	8,870	Injured } Grand Total. (d)

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam Bengal	3' 3½"	201	97.0	800	95.5	3.00	5,889	85.7	3.55
Bengal and North-Western	3' 3½"	397	62.5	1,545	66.1	13.7	11,528	Nil	0.88
Bengal Nagpur	5' 6"	748	98.4	1,158	98.4	1.55	23,907	69.9	30.1
	2' 6"	115	93.0	423	90.5	Nil	2,046	88.7	0.10
Bombay, Baroda and Central India.	5' 6"	(a)388	100.0	(b)968	100.0	Nil	10,671	88.5	10.2
	3' 3½"	483	99.8	(c)1,606	99.9	0.06	10,190	21.1	10.1
	2' 6"	25	Nil	67	Nil	Nil	322	Nil	Nil
Burma	3' 3½"	414	92.5	1,447	82.0	4.01	10,666	35.7	0.20
Eastern Bengal	5' 6"	323	100.0	1,075	99.4	0.56	8,318	49.3	49.5
	3' 3½"	226	100.0	1,153	87.7	12.3	5,580	25.9	2.35
	2' 6"	9	Nil	56	Nil	Nil	28	Nil	Nil
East Indian	5' 6"	1,627	99.0	3,583	97.7	1.51	50,160	77.4	20.5
Great Indian Peninsula	5' 6"	962	99.6	2,515	100.0	Nil	20,098	89.0	9.02
	2' 6"	22	Nil	51	Nil	Nil	228	Nil	Nil
Jodhpur	3' 3½"	108	61.1	318	76.1	3.77	2,601	0.35	0.04
Madras and Southern Mahratta.	5' 6"	305	99.7	1,025	96.8	3.22	6,318	77.2	21.9
	3' 3½"	363	65.6	1,131	82.8	6.81	8,754	3.27	37.5
Nizam's State	5' 6"	88	100.0	189	98.9	1.06	2,319	55.5	42.2
	3' 3½"	82	90.2	201	100.0	Nil	1,512	33.9	1.12
North-Western	5' 6"	1,273	97.8	3,938	98.9	1.04	30,196	84.1	15.8
	2' 6"	105	Nil	397	88.9	Nil	978	79.2	1.68
Rohilkund and Kumaon	3' 3½"	81	69.1	233	50.6	28.3	2,735	0.66	0.22
South Indian	5' 6"	150	100.0	384	98.4	1.56	2,088	77.7	20.5
	3' 3½"	416	100.0	†1,476	91.6	5.42	7,019	4.09	4.09
	2' 6"	11	54.5	35	Nil	Nil	78	Nil	Nil
Total		8,922	93.0	25,774	92.4	3.23	224,229	60.8	16.6
CLASS II RAILWAYS.									
Barsi Light	2' 6"	37	84.0	129	100.0	Nil	286	43.7	56.3
Bengal Dooars	3' 3½"	19	47.4	71	19.7	32.4	450	0.22	Nil
Bhavnagar State	3' 3½"	31	77.3	174	71.3	26.3	741	0.14	1.75
Bikaner State	3' 3½"	55	41.8	177	27.7	19.2	1,262	6.34	Nil
Darjeeling Himalayan	2' 0"	35	2.90	132	Nil	Nil	549	Nil	Nil
Dibru Sadiya	3' 3½"	28	92.8	66	83.3	16.6	1,602	22.2	55.4
Gackwar's Baroda State	2' 6"	41	Nil	168	Nil	Nil	883	Nil	Nil
Gondal	3' 3½"	23	100.0	116	72.4	25.0	450	Nil	1.33
Howrah-Amta	2' 0"	19	Nil	143	16.7	Nil	82	100.0	Nil
Jamnagar and Dwarka	3' 3½"	22	54.6	77	68.8	93.5	626	94.2	7.50
Junagad State	3' 3½"	20	75.0	91	65.9	23.1	329	15.0	22.2
Morvi	3' 3½"	21	85.7	117	77.8	22.2	252	0.79	1.19
Mysore	3' 3½"	32	96.8	190	85.2	10.0	530	59.0	2.26
	2' 6"	13	46.1	29	Nil	Nil	88	Nil	Nil
	2' 0"	6	Nil	7	Nil	Nil	48	Nil	Nil
Shahdara (Delhi)-Saharanpur	2' 6"	10	Nil	50	Nil	Nil	229	Nil	Nil
Total		412	53.2	1,728	56.0	16.3	8,398	25.6	14.3
GRAND TOTAL (CLASS I & II RLYS.)		9,334	91.3	27,502	90.1	5.04	232,627	59.5	16.5

* Excludes 4 Electric Locomotives and 2 Battery tenders. (a) Includes 2 Electric Locomotives.

† Includes 34 trailer coaches (Electric). (b) Includes trailer electric coaches.

(c) Includes 3 double articulated steam sentinel coaches.

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1932.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	
CLASS I RAILWAYS.											
605	Nil	93.9	Nil	230	200	430	Nil	98.3	99.0	98.6	Assam Bengal.
1,298	Nil	100.0	80	470	61	611	100.0	47.2	100.0	53.7	Bengal and North Western.
928	16.1	83.9	73	407	157	637	100.0	91.3	91.8	92.3	Bengal Nagpur.
392	0.51	90.3	11	181	46	238	100.0	81.2	55.4	75.1	
721	2.91	97.1	Nil	288	113	401	Nil	93.5	55.7	78.5	Bombay, Baroda and Central India.
1,451	Nil	100.0	Nil	779	275	1,054	Nil	88.4	100.0	90.4	
67	Nil	28.4	Nil	27	23	50	Nil	65.9	100.0	78.1	
1,206	Nil	82.1	Nil	614	279	893	Nil	92.1	89.4	91.2	Burma.
810	Nil	100.0	13	208	208	429	92.9	81.6	64.2	72.3	Eastern Bengal.
891	1.12	98.5	26	399	250	675	100.0	100.0	100.0	100.0	
56	Nil	Nil	Nil	1	1	2	Nil	3.03	8.33	4.26	
(a) 2,954	7.08	80.7	145	1,305	(b) 746	2,196	100.0	96.0	97.0	96.6	East Indian.
1,591	4.65	95.3	3	661	338	1,002	100.0	86.0	76.5	82.5	Great Indian Peninsula.
49	Nil	100.0	Nil	26	20	46	Nil	92.9	100.0	95.8	
237	Nil	100.0	13	95	92	200	100.0	100.0	100.0	100.0	Jodhpur.
774	19.4	80.6	1	298	228	527	100.0	81.8	88.7	84.7	Madras and Southern Mahratta.
949	18.3	81.6	Nil	471	291	762	Nil	98.5	90.4	95.3	
132	37.9	62.1	Nil	59	16	75	Nil	100.0	88.9	97.4	Nizam's State.
168	81.0	19.0	Nil	82	23	105	Nil	96.5	88.5	94.6	
† 2,839	10.8	72.6	71	1,126	844	2,041	100.0	100.0	100.0	100.0	North Western.
† 334	Nil	76.9	19	192	59	270	100.0	100.0	100.0	100.0	
262	Nil	100.0	3	106	44	153	100.0	70.2	100.0	77.2	Rohilkund and Kumaon.
308	Nil	92.9	Nil	140	75	215	Nil	100.0	100.0	100.0	South Indian.
† 1,356	Nil	91.5	Nil	575	119	694	Nil	75.0	38.8	64.7	
35	Nil	100.0	Nil	8	16	24	Nil	44.4	100.0	70.6	
20,413	6.28	86.7	458	8,748	4,524	13,730	99.3	86.8	86.9	87.2	Total.
CLASS II RAILWAYS.											
120	Nil	100.0	Nil	11	Nil	11	Nil	12.2	Nil	11.6	Barsi Light.
63	Nil	100.0	3	20	9	32	100.0	55.6	100.0	66.7	Bengal Doonars.
135	Nil	94.8	Nil	79	10	89	Nil	92.9	100.0	93.7	Bhavnagar State.
140	Nil	100.0	5	88	16	109	100.0	100.0	100.0	100.0	Bikaner State.
110	5.40	81.8	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Darjeeling Himalayan.
54	Nil	94.4	Nil	33	12	45	Nil	100.0	100.0	100.0	Dibru Sadiya.
162	Nil	85.8	Nil	76	32	108	Nil	67.2	100.0	74.4	Gaekwar's Baroda State.
93	Nil	100.0	Nil	50	9	59	Nil	96.1	75.0	92.2	Gondal.
129	Nil	100.0	Nil	12	13	25	Nil	12.9	61.9	20.1	Howrah-Amta.
77	Nil	97.4	Nil	37	Nil	37	Nil	100.0	Nil	100.0	Jamnagar and Dwarka.
83	Nil	88.0	Nil	26	6	32	Nil	83.9	50.0	74.4	Junagad State.
92	Nil	100.0	Nil	54	9	63	Nil	100.0	100.0	100.0	Morvi.
163	12.2	81.5	Nil	101	16	117	Nil	100.0	100.0	100.0	Mysore.
29	Nil	Nil	Nil	22	5	27	Nil	100.0	100.0	100.0	
7	Nil	Nil	Nil	3	Nil	3	Nil	42.8	Nil	42.8	
50	Nil	100.0	3	11	2	16	100.0	25.4	100.0	33.3	Shahdara (Delhi)-Saharanpur.
1,507	1.73	91.3	11	623	139	773	52.4	66.1	76.4	67.5	Total.
21,920	5.96	87.0	469	9,371	4,663	14,503	97.3	85.0	86.5	85.9	GRAND TOTAL (CLASS I & II RLYS.).

(a) Includes 3 steam coaches.

(b) Includes 7 composite III and Curd Vans.

† Includes 34 trailer coaches (Electric).

‡ Includes Royal and State Saloons, Store vans, Road vans, Medical vans, Saloons exclusively used for departmental purposes; Military Dining and Tourist cars.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1931-32.

Railway system.	Crime and Order Contribution to Local Government.	WATCH AND WARD.		Total cost to the Railway.	TOTAL COST.	
		Watchmen.	Contingen- cies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
CLASS I	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	49,267	92,623	2,922	1,44,812	120.9	0.04
Bengal and North-Western	31,050	85,003	1,701	1,17,754	55.7	0.02
Bengal-Nagpur	79,017	3,91,522	14,913	4,85,452	142.9	0.04
Bombay, Baroda and Central India	2,07,779	6,78,275	27,840	9,13,894	231.7	0.05
Burma	Nil	77,100	5,894	82,994	40.3	0.01
Eastern Bengal	4,837	2,92,400	23,435	3,20,672	164.6	0.03
East Indian	Nil	8,86,134	84,975	9,71,109	223.4	0.03
Great Indian Peninsula	14,125	4,04,568	2,171	4,20,864	113.0	0.02
Jodhpur	Nil	21,552	2,050	23,602	24.2	0.01
Madras and Southern Mahratta	2,16,705	2,70,344	13,135	5,00,184	154.9	0.04
Nizam's State	1,88,429	†	19,450	1,87,879	151.7	0.05
North Western	Nil	10,71,736	7,157	10,78,893	152.1	0.05
Rohilkund and Kumaon	10,000	26,313	†	36,313	63.6	0.02
South Indian	2,27,241	1,44,980	3,675	3,75,896	150.7	0.03
Total	10,08,450	44,42,550	2,09,318	56,60,318	147.2	0.04
CLASS II						
Sarsi Light	4,300	7,053	135	11,488	57.0	0.02
Bengal Doonars	75	7,727	73	7,875	50.8	0.02
Bhavnagar State	14,730	11,721	†	26,451	86.2	0.04
Bikaner State	Nil	8,294	193	8,487	10.7	0.01
Darjeeling Himalayan	1,525	Nil	Nil	1,525	10.4	0.00
Dibru Sadiya	Nil	5,193	Nil	5,193	60.3	0.02
Gaekwar's Baroda State	Nil	8,176	97	8,273	23.3	0.01
Gondal	12,438	8,316	28	20,782	109.6	0.04
Howrah Amta	1,509	2,895	Nil	4,404	100.4	0.01
Jamnagar and Dwarka	2,518	4,051	94	6,663	42.3	0.02
Junagad State	6,559	1,752	Nil	8,311	56.0	0.03
Morv	8,352	1,453	Nil	9,805	95.9	0.02
Mysore*	Nil	9,175	Nil	9,175	20.4	0.01
Shahdara (Delhi)-Saharanpur Light	Nil	5,440	206	5,646	61.0	0.04
Total	52,006	81,246	826	1,34,078	41.5	0.02
Class III Total	11,831	8,678	365	20,874	18.6	0.01
GRAND TOTAL	10,72,287	45,32,474	2,10,509	58,15,270	135.8	0.03

* Including the Bangalore-Chik Ballapur Light, Kolar District and Tarikere-Narasimharajapura Light Railways.

† Included in column 3.

‡ Included in column 3.

H50CRAccts-950-11-1-33-GIPS



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on 01 February, 2020

